



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

**START
OF
ROLL**

ROLL

243

AGENCY

NAME: ODot Support Services

SERIES TITLE:

Contracts

FIRST RECORD
ON REEL:

Contract # 9656

REDUCTION

RATIO: 21X

1983 Antelope Rock Production 9656
Project on the Shaniko-Fossil Highway.
East of Antelope.

9656

10-7-83

291

N

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Antelope Rock Production

Contract No. 9656

Highway: Shaniko - Fossil

Prefix No. 33-4201

County: Wasco

F. A. No. STATE

Item No.	Item	Unit	Original	Semi-final ±%
1.	1/2-#10 Material in Stockpile	Cu. Yd.	12,000.00 59,640.00	12,348.57 61,372.39 +3%
	Bid Items		59,640.00	61,372.39 +3%
	Contingencies		2,683.80	1,152.51 -43%
	Engineering		5,964.00	5,500.00 +9%
	Liquidated Damages		0.00	0.00 --
	Totals		68,287.80	69,024.90 +1.1%

Verateeg ✓
 Anderson
 Adams
 Maennab
 Stoudenmeyer
 Terpin
 Trout
 Wakerlig

RECEIVED

OCT 07 1983

ROAD DESIGN
SECTION

Do Not File ☐
 Return To
 Bring Up
 Action

9656

October 25, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9656

Gentlemen or Ladies:

On October 24, 1983, we wrote to you concerning release of final payment on Contract No. 9656 awarded to Capitol Crushing Co. for work on the Antelope Rock Production Project on the Shaniko-Fossil Highway in Wasco County.

Final payment on this contract is \$1,000. The total contract amount is \$62,524.90 including \$1,152.51 for work performed under force account.

Sincerely,

Robert W. Gornsen
COMMISSION SERVICES

kjm

cc: Capitol Crushing Co.
5865 Gaffin Rd., SE
Salem, OR 97301

bc: C. T. Keasey
Walt Hart
Dale Allen

9656

5

Contract Payments

378-6594

FILE: CON 5

Robert Gormsen
Manager, Commission Services

October 19, 1983

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

Highway Contract Acceptance

The contractor has completed all work according to specifications and
I hereby accept the following contract as of this date.

Contract	On Site Work Sub- <u>9656, stantially Completed August 23, 1983</u>
All Work Completed	<u>September 13, 1983</u>
Project	<u>Antelope Rock Production</u>
Highway	<u>Shaniko-Fossil</u>
County	<u>Wasco</u>
Type of Work	<u>Rock Production</u>
Contractor	<u>Capitol Crushing Co.</u>

WES:RDC:mk

cc: C. T. Keasey
R. D. Church

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORTFOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

ANTELOPE ROCK PRODUCTION

WEEK ENDING

October 1, 1983

SECTION PREFIX

33-4201

HIGHWAY

SHANIKO - FOSSIL

COUNTY

WASCO

NAME OF JOB

ANTELOPE ROCK PRODUCTION

KIND OF WORK

ROCK PRODUCTION

CONTRACTOR

CAPITOL CRISHING

CONTRACT NUMBER

9656

FEDERAL AID PROJECT NUMBER

STATE

DATE OF CONTRACT

JUNE 3, 1983

DATE WORK STARTED

July 12, 1983

ESTIMATED COMPLETION DATE

9/30/83

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

0

SUPERVISION:

0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

9/30/83

PERCENT OF TIME ELAPSED

68

PROJECT AUTHORIZATION:

\$ 68,287.80

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100

EXCLUSIVE OF ENGINEERING:

\$ 62,323.80

ENGINEERING
AUTHORIZATION

\$ 5,964.00

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

100

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING:

\$ 62,524.90

ENGINEERING
COST TO DATE

\$ 6,500.00

DATE PROJECT WAS COMPLETED:

August 31, 1983

ESTIMATED PERCENT: OVERRUN
UNDERRUN

0 %

PERCENT OF
AUTHORIZATION

+8 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		
		GRADING		SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					12,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE					12,000 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					12,348.57		
AVERAGE DAILY QUANTITIES					0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0		
NUMBER OF SHIFTS PER DAY					0		
HOURS PER SHIFT					0		

EQUIPMENT USED DURING THE WEEK:

No equipment used, project completed.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project completed.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE RECEIVED OM
FOE
OCS OCT 3 1983 TC
SCS CONSTRUCTION FE
EEO SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal submitted to Region 9/27/83
Final weekly report.

SIGNED W. W. ROBERTSON LOCATION BEND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

1983 Gales Cr.-Sunset Hwy. Sec. 9657
of the Wilson River Highway. N. of
Forest Grove. (Paving and Guard Rail)

jc

-c: OSHD (Rulien)


 U.S. Department of Transportation
 Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 4	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 5/20/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. F-35(11)
COMPLETION DATE (Actual) 10/27/83	ACCEPTANCE DATE BY CONTACT AGENCY 12/5/86	TIME ELAPSED 100 %	CONTRACT TIME 125 C.D.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over \$500,000)
 A copy of the State's materials certificate is attached to the Division office copy of this report.
 There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.

GALES CREEK - SUNSET HIGHWAYWILSON RIVER HIGHWAYAsphaltic Concrete Overlay & Guardrail Modification

This project provided for the leveling of the badly warped AC surface, a 2" lift of Class B asphaltic concrete and intermittent guardrail work between the subject termini.

The contract was awarded to Baker Rock Crushing Company on 6/8/83. Work started 7/1/83 and was completed 10/27/83. A one day calendar day extension was granted which negated the necessity for liquidated damages. The final project cost of \$1,181,075 overran the original authorization by 40% due to underestimated asphaltic concrete and guardrail quantities. There were no claims.

Premature pitting and erosion of the new roadway resulted from using soft friable aggregate from the Baker Rock Source in Washington County. While questions have arisen concerning the State's tests and specifications with regard to rock soundness and durability for prequalifying a rock source, test results indicate that the subject project was built according to plans and specifications. The State re-overlayed the subject project with an "E" mix in 1984 with State funds. Therefore the project is now acceptable.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

 RECEIVED
 STATE HWY ENGR

MAY 29 '87

 REFER TO
 Fredrickson

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE <i>D Lawrence M. Heil</i>	SIGNATURE <i>Larry Heil</i>	info	inv
TITLE Assistant Area Engineer	DATE 5-27-87	TITLE District Engineer A	DATE 5/28/87

December 26, 1986

CON 5 - #9657

Insurance Company of North America
P.O. Box C-90026
Bellevue, WA 98009

On December 12, 1986, we wrote to you concerning release of final payment on Contract No. 9657 awarded to Baker Rock Crushing Co. for work on the Gales Creek-Sunset Highway Section of the Wilson River Highway in Washington County.

Final payment on this contract is \$7,183.95 and the total contract amount is \$1,059,856.08, including \$8,235.81 for work performed under force account.

Fran Heavoll
COMMISSION SERVICES

cc: Baker Rock Crushing Co.
21880 SW Farmington Road
Beaverton, OR 97007

Emery & Karrigan, Inc.
123 NE Third, S#465
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

cgc

7607

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		State
MONTHLY TRANSACTION NUMBER	4-178				Oregon
PROJECT REPORT NUMBER					County
MODIFICATION NUMBER	7				Washington
					Project Number
					F-35(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **June 30**, 19 **83**, is hereby modified as follows:

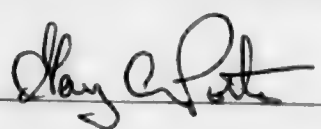
	Former amount	Revised amount
Estimated total cost of project	\$ <u>1,215,000</u>	\$ <u>1,175,290</u>
Federal funds	\$ <u>1,071,022</u>	\$ <u>1,036,018</u>
Other revisions		

This modification is made for the following reasons: **To release federal funds for use on other projects.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the **23rd** day of **SEP**, 19 **83**.

OREGON STATE HIGHWAY DIVISION

 (Official name of Highway Agency)

By 

Manager, Program Section
 (Title)

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

By 

 (Division Administrator)

For: **Dale E. Wilken**

~~XX~~ For: **Larry Rulien**

State Highway Engineer
 (Title)

By _____

 (Title)

Oregon State Highway Division
Salem, Oregon September 22, 1986

Gen. Files

Federal-Aid Project No. F-35(11)

Gales Cr.-Sunset Hwy. Sec.
Wilson River Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 37.64 to 51.31)

Subtotal from estimate of 7-31-84

Subtotal	\$ 1,063,763.07
Engineering	\$ 1,063,763.07
Total	111,526.93
	<u>\$ 1,175,290.00</u>

Length of Roadway (Does Not Include Guardrail)
Cost of Roadway Per Mile

8.89 mi.
\$ 132,203.60

Federal Funds (88.15%)
State Funds
Total

\$ 1,036,018.00
139,272.00
<u>\$ 1,175,290.00</u>

Appn Code 010
Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C09657
Prefix: C034-1452
C034-1088

DDB:bkb

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-9	PROJECT REPORT NUMBER		State OREGON	County WASHINGTON	Project Number F-35(11)
MODIFICATION NUMBER 6					

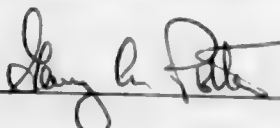
The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 30, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 1,204,685	\$1,215,000
Federal funds	\$ 1,061,929	\$1,071,022
Other revisions		

This modification is made for the following reasons: To include increased construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By 
Manager, Program Section
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By 
(Division Administrator)

For: Dale E. Wilken

~~XX~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____
(Title)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 31, 1984

FEDERAL AID PROJECT NO. F-35(11)

GALES CREEK-SUNSET HIGHWAY
WILSON RIVER HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (M.P. 37.64 to M.P. 51.31)

Subtotal from Revised Project Agreement Estimate of June 18, 1984	\$1,063,763.07
Engineering	151,236.93
TOTAL	<u>\$1,215,000.00</u>

Length of Roadway (Does Not Include Guard Rail Only) -----	8.89 mi.
Cost of Roadway Per Mile -----	\$136,670.42

Federal Funds (88.15%)	\$1,071,022.00
State Funds	143,978.00
TOTAL	<u>\$1,215,000.00</u>

Group 1: 100%
Contract No. 9657
Prefix: 34-1452
Prefix: 34-1088

WH:pf

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER	6-347		State	OREGON
PROJECT REPORT NUMBER			County	WASHINGTON
MODIFICATION NUMBER	5		Project Number	F-35(11)

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 30, 1983,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 1,170,000.00	\$ 1,204,685.00
Federal funds	\$ 1,031,355.00	\$ 1,061,929.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of June, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Shirley L. Pister

By [Signature]
(Division Administrator)

Manager, Program Section
(Title)

For: Dale E. Wilken

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 18, 1984

FEDERAL AID PROJECT NO. F-35(11)

GALES CREEK-SUNSET HIGHWAY
WILSON RIVER HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I0000
ROADWAY (M.P. 37.64 to M.P. 51.31)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Conc.	15.36	7,594	\$116,643.84	7,837	\$120,376.00
Asphalt Cement in Mix	158.00	1,850	292,300.00	1,984	313,472.00
Extra for Antistrip Additive (PA #2)	7.50	--	--	1,304	9,780.00
SUBTOTALS			\$408,943.84		\$443,628.00

Subtotal of previous estimate 5/9/84
Increase
SUBTOTAL
Engineering
TOTAL
\$ 34,684.16
1,029,078.91
1,063,763.07
\$ 140,921.93
\$1,204,685.00

length of Roadway (Does Not Include Guard Rail Only) -----
Cost of Roadway Per Mile -----

8.89 mi.
\$135,510.12

Federal Funds (88.15%) -----
State Funds -----
TOTAL -----

\$1,061,929.00
142,756.00
\$1,204,685.00

Group 1: 100%
Contract No. 9657
Prefix: 34-1452
Prefix: 34-1088

RHZ:pf

9657

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER <u>5-111</u>			State Oregon	
PROJECT REPORT NUMBER			County Washington	
MODIFICATION NUMBER <u>A</u>			Project Number F-35(11)	

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **June 30**, 19 **83**,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>1,160,000.00</u>	\$ <u>1,170,000.00</u>
Federal funds	\$ <u>1,022,540.00</u>	\$ <u>1,031,355.00</u>
Other revisions		

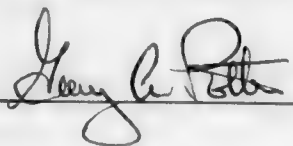
This modification is made for the following reasons: **to include increase in construction engineering costs.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of May, 19 84.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By



Manager, Program Section

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



(Division Administrator)

For: Dale E. Wilken

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer

(Title)

By

(Title)

Oregon State Highway Division
Salem, Oregon May 9, 1984

Federal-Aid Project No. F-35(11)

Gales Creek-Sunset Highway
Wilson River Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000

Roadway (M.P. 37.64 to M.P. 51.31)(Includes Guard Rail Sections Only)

Subtotal of previous estimate of March 27, 1984

Engineering
Total

\$ 1,029,078.91
140,921.09
\$ 1,170,000.00

Length of Roadway (Does not include guard rail only.)
Cost of Roadway Per Mile

8.89 mi.
\$ 131,608.54

Federal Funds (88.15%)
State Funds
Total

\$ 1,031,355.00
138,645.00
\$ 1,170,000.00

Group 1 100%
Contract No. 9657
Prefix: 34-1452
Prefix: 34-1088

RHZ:bkb

9657

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER			State	Oregon
PROJECT REPORT NUMBER	4-137		County	Washington
MODIFICATION NUMBER	3		Project Number	F-35(11)

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

4-12-84

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **June 30**, 19 **83**,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>1,112,135.00</u>	\$ <u>1,160,000.00</u>
Federal funds	\$ <u>980,347.00</u>	\$ <u>1,022,540.00</u>
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

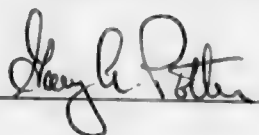
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the

12th day of April, 19 84.

Oregon State Highway Division

(Official name of Highway Agency)

By



Manager, Program Section

(Title)

For H. S. Coulter

State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



(Division Administrator)

For: **Dale E. Wilken**

Cons. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. F-35(11)

Gales Creek-Sunset Highway
Wilson River Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I-000
Roadway (M.P. 37.64 to M.P. 51.31) (Includes Guard Rail Only Sections)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Delineators, Type 2	20.00	300	\$ 6,000.00	465	\$ 9,300.00
Membrane Waterproofing	6.00	1,190	7,140.00	2,186	13,116.00
Remove & Replace Ac. Raise					
Guardrail (EW0 #1)	---	---		All Required	8,784.15
		Subtotal	\$13,140.00		\$31,200.15

\$ 31,200.15
997,878.76
\$1,029,078.91
130,921.6
\$1,160,000.00

Increase
Subtotal of Prev. Estimate
Subtotal
Engineering
Total

Length of Roadway (Does not include Guard Rail Only) - - - - 8.89 Mi.
Cost of Roadway Per Mile - - - - - \$130,483.68

Federal Funds (88.15%) - - - - - \$1,022,540.00
State Funds - - - - - 137,460.00
Total \$1,160,000.00

Group 1 - 100%
Contract No. 9657
Prefix: 34-1452
Prefix: 34-1088

RHZ:mld

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	<u>1-159</u>
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	<u>2</u>

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**MODIFICATION OF FEDERAL-AID
PROJECT AGREEMENT**

State	<u>Oregon</u>
County	<u>Washington</u>
Project Number	<u>F-35(11)</u>

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 30, 19 83,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>1,040,386.00</u>	\$ <u>1,112,135.00</u>
Federal funds	\$ <u>917,100.00</u>	\$ <u>980,347.00</u>
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

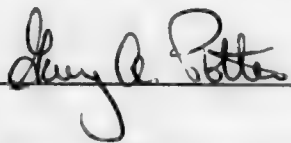
All other terms and conditions of the Project Agreement will remain in full force and effect. This modi-

fication is effective as of the 17th day of January, 19 84.

Oregon State Highway Division

(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By 

Manager, Program Section

(Title)

By 

(Division Administrator)

For: Dale E. Wilken

~~By~~ For: H. S. Coulter

State Highway Engineer

(Title)

By _____

(Title)

Gen File

Oregon State Highway Division
Salem, Oregon January 10, 1984

Federal Aid Project No. F-35(11)

Gales Creek-Sunset Highway
Wilson River Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I0000

Roadway (M.P. 37.64 to M.P. 51.31)(Includes Guard Rail Only Sections)

Subtotal of previous estimate of October 25, 1982 \$ 926,130.00

Previous Estimate

Flagman	810	Hour	8.50	\$ 6,885.00
General Excavation	830	C.Y.	6.30	5,229.00
Class "B" Asph. Conc.	25,000	Ton	14.16	354,000.00
Class "C" Asph. Conc.	7,180	Ton	15.36	110,284.00
Asph. Cement in Mix	1,620	Ton	158.00	255,960.00
Asph. in Tack Coat	60	Ton	225.00	13,500.00
				<u>745,858.00</u>

Revised Estimate

Flagman	1,964	Hour	8.50	\$ 16,694.00
General Excavation	1,200	C.Y.	6.30	7,560.00
Class "B" Asph. Conc.	26,662	Ton	14.16	377,533.92
Class "C" Asph. Conc.	7,594	Ton	15.36	116,643.84
Asph. Cement in Mix	1,850	Ton	158.00	292,300.00
Asph. in Tack Coat	75	Ton	225.00	16,875.00
				<u>817,606.76</u>

Increase	\$ 71,748.76
Subtotal	997,878.76
Engineering	114,256.24
Total	<u>\$1,112,135.00</u>

Length of Roadway (Does not include Guard Rail Only)
Cost of Roadway per mile

8.89 mi.
\$ 125,099.55

Federal Funds (88.15%)
State Funds
Total

\$ 980,347.00
131,788.00
\$1,112,135.00

Group 1 100%
Cont. No. 9657
Prefix: 34-1452
Prefix: 34-1088

RHZ:1ks

9657

STATE COPY 5

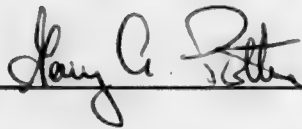
TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER <u>10-218</u>		<u>Oregon</u>
PROJECT REPORT NUMBER		County
MODIFICATION NUMBER <u>1</u>		<u>Washington</u> Project Number <u>F-35(11)</u>

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 30, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>960,597.00</u>	\$ <u>1,040,386.00</u>
Federal funds	\$ <u>846,766.00</u>	\$ <u>917,100.00</u>
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October, 1983.

<u>OREGON STATE HIGHWAY DIVISION</u> (Official name of Highway Agency)	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By <u></u>	By <u></u>
Manager, Program Section (Title)	For: Dale E. Wilken
xRX For: <u>H.S. Coulter, P.E.</u>	
<u>State Highway Engineer</u> (Title)	
By _____ (Title)	

Gen File

Oregon State Highway Division
Salem, Oregon October 25, 1983

Federal-Aid Project No. F-35(11)

Gales Creek-Sunset Highway
Wilson River Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I0000

Roadway (M.P. 37.64 to M.P. 51.31 (Includes Guard Rail Only Sections))

Subtotal of previous estimate of June 22, 1983 \$ 846,341.00

Previous Estimate

Class B Asphaltic Concrete	22,000 Ton	14.16	\$ 311,520.00
Class C Asphaltic Concrete	5,000 Ton	15.36	76,800.00
Guard Rail, Type 2A	5,850 Lin. Ft.	8.50	49,725.00
			\$ 438,045.00

Revised Estimate

Class B Asphaltic Concrete	25,000 Ton	14.16	\$ 354,000.00
Class C Asphaltic Concrete	7,180 Ton	15.36	110,284.00
Guard Rail, Type 2A	6,300 Lin. Ft.	8.50	53,550.00
			\$ 517,834.00

Increase	\$ 79,789.00
Subtotal	926,130.00
Engineering	114,256.00
Total	\$ 1,040,386.00

Length of Roadway (Doesn't Include Guard Rail Only) 8.89 mi.
Cost of Roadway Per Mile \$ 117,028.79

Federal Funds	\$ 917,100.00
State Funds	123,286.00
Total	\$ 1,040,386.00

Group 1 100%
Contract No. 9657
Prefix: 34-1452
Prefix: 34-1088

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

**U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

State **Oregon**

County **Washington**

Project No.
F-35(11)

FEDERAL-AID PROJECT AGREEMENT

MONTHLY TRANSACTION NO.

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 6, 3.9 mi. E. of Tillamook Co. Line, E. 14.6 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK

**EFFECTIVE DATE
OF AUTHORIZATION**

**APPROXIMATE
LENGTH (Miles)**

HIGHWAY PLANNING AND RESEARCH (HP & R)

PRELIMINARY ENGINEERING

RIGHTS-OF-WAY

CONSTRUCTION

5-4-83

8.89

OTHER (Specify)

PRO RATA 88.15%

FUNDS

ESTIMATED TOTAL COST OF PROJECT

960,597.00

\$

FEDERAL FUNDS

846,766.00

\$

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By Hans C. Fether
Manager, Program Section

XXX For: H.S. Coulter, P.E.

By _____
State Highway Engineer

(Title)

By _____

(Title)

**U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

By _____

For: Dale E. Wilken

(Division Administrator)

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

- a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.
- b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R)

PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.

In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.

In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT.

(a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.

(a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH

PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL.

The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 22, 1983

Federal-Aid Project No. F-35(11)

Gales Creek - Sunset Highway
Wilson River Highway
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code I000

Roadway (M.P. 37.64 to M.P. 51.31)(Includes Guardrail Only Sections)

Mobilization	All Required		\$ 18,555.00
Temporary Protection and Direction of Traffic	All Required		7,500.00
Temporary Signs	307 Sq. Ft.	7.00	2,149.00
Temporary Barricades	6 Each	75.00	450.00
Flagmen	810 Hour	8.50	6,885.00
Pilot Car	300 Hour	20.00	6,000.00
Removal of Structures and Obstructions	All Required		5,513.00
General Excavation	830 Cu. Yd.	6.30	5,229.00
Finishing Roadbed and Slopes	All Required		3,375.00
Watering	60 M-Gal.	20.00	1,200.00
Aggregate Shoulders	3,000 Ton	8.35	25,050.00
Class "B" Asphalt Concrete Mixture	22,000 Ton	14.16	311,520.00
Class "C" Asphalt Concrete Mixture in Leveling	5,000 Ton	15.36	76,800.00
Asphalt Cement in Mixture	1,620 Ton	158.00	255,960.00
Asphalt in Tack Coat	60 Ton	225.00	13,500.00
Guardrail, Type 2A	5,850 Lin. Ft.	8.50	49,725.00
Guardrail, Type 3	600 Lin. Ft.	18.00	10,800.00
Guardrail Anchors, Type 1	50 Each	300.00	15,000.00
Extra for Guard Rail Bridge Connections	20 Each	150.00	3,000.00
Rail End Pieces, Type C	40 Each	75.00	3,000.00
Extra for Asphalt Approaches	120 Each	75.00	9,000.00
Delineators, Type 2	300 Each	20.00	6,000.00
Delineators, Type 4	30 Each	13.00	390.00
Membrane Waterproofing	1,190 Sq. Yd.	6.00	7,140.00
			\$ 843,741.00

Anticipated Items

Permanent Pavement Striping

All Required

Subtotal	\$ 2,600.00
Engineering	\$ 846,341.00
Total	114,256.00
	\$ 960,597.00

Length of Roadway (Doesn't include "Guardrail Only")
Cost of Roadway Per Mile

8.89 mi.
\$ 108,053.66

Federal Funds (88.15%)
State Funds
Total

\$ 846,766.00
113,831.00
\$ 960,597.00

Group 1 100%
Contract No. 9657
Prefix: 34-1452
Prefix: 34-1088

Gales Creek-Sunset Highway
Nonparticipating-State Work

Single Mailbox Supports	26	Each	75.00	\$ 1,950.00
Multiple Mailbox Supports	15	Each	125.00	1,875.00

9657

F

FORM 81-724-3001 OREGON STATE HIGHWAY DIVISION FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION				SECTION Gales Creek Sunset Highway		WEEK ENDING 4-14-84 SECTION PREFIX 34-1088	
NAME OF JOB Gales Creek, Sunset Highway				HIGHWAY Wilson River		COUNTY Washington	
CONTRACTOR Baker Rock Crushing Company				KIND OF WORK A/C Overlay & Guardrail		FEDERAL AID PROJECT NUMBER F-35 (11)	
DATE OF CONTRACT 6-8-83				CONTRACT NUMBER 9657		ESTIMATED COMPLETION DATE	
DATE WORK STARTED 7-1-83				SPECIFIED WORK DAYS		WORK DAYS USED	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:				SPECIFIED CALENDAR DAYS 125 CD		CALENDAR DAYS USED 126	
PROJECT AUTHORIZATION: 1,178,938.41 ~~664,938.41~~				SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED 100.8	
EXCLUSIVE OF ENGINEERING: 1,085,726.82 ~~888,423.47~~				ENGINEERING AUTHORIZATION 96,211.59 ~~76,514.94~~		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING 1,063,303.08				ENGINEERING COST TO DATE 115,519.96		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 121	
ESTIMATED PERCENT: ~~100%~~ overrun 2%				PERCENT OF AUTHORIZATION 123.9%		DATE PROJECT WAS COMPLETED: 10-27-83	
ESTIMATED PERCENT COMPLETE (ROADWORK)							
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Guardrail	Class "B"	Class "C"
		100		100	100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	~~MAINTENANCE MATERIALS~~	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
830 3,000 22,000 5,000							
TOTAL QUANTITIES CORRECTED TO DATE							
1243.1 2,968.43 27,004.64 7741.94							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
1243.1 2,968.43 27,004.64 7741.94							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							
EQUIPMENT USED DURING THE WEEK:							
ESTIMATED PERCENT COMPLETE (STRUCTURES)							
BRIDGE NO.							
PERCENT							
WEATHER							
WORK DAYS CHARGED							
HOURS DELAY							
CAUSE OF DELAY							
SUNDAY							
MONDAY							
TUESDAY							
WEDNESDAY							
THURSDAY							
FRIDAY							
SATURDAY							

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SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

IN THE PROCESS OF SEMI-FINAL REPORT.
New project authorization was approved on 12-20-83.

SIGNED

Walter Bantel

LOCATION

SYLVAN

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

9657

NARRATIVE REPORT

Paving and Guard Rail Project
Gales Creek - Sunset Highway Section
Wilson River Highway

37

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Anderson			
Adams	WEM		
Edwards		MAY 30 1984	
Torpin			
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Wackerlig			
		ROAD DESIGN SECTION	
			Do Not File
			Return To
			Bring Up
			Action

Prefix: 34-1088
Contract: 9657

J.W. Cochell-Project Mgr.
April 2, 1984

The contract for this asphaltic concrete overlay and guard rail replacement project was awarded to the Baker Rock Crushing Company on a low bid of \$847,566.00. Work started on June 8, 1983 and was completed on October 27 1983.

The special provisions allotted 125 days to complete the project. The contractor exceeded the allotment by one day.

GENERAL DESCRIPTION OF PROJECT

This was a 2 lane asphaltic concrete overlay and guard rail replacement project. The section under construction was 13.67 miles in length. The west end or beginning of the section was at MP 37.64 near the junction of Trolley Park Road. The east end of the section was at MP 51.31 which point is the gore area of the eastbound-westbound connections of the Wilson River Highway to the Sunset Highway.

Overlay paving was confined to 8.89 miles on 3 of the most distressed sections, MP 37.64 to MP 43.90, MP 45.34 to MP 46.34, and MP 49.68 to MP 51.31. The overlaid sections were badly rutted - 3" - 4" ruts were common. The tangents had also lost most of the crown slope.

On the two sections not A.C. overlaid, all old 1957 vintage, guard rail was removed and replaced. Also 4-100' runs of guard rail were constructed on the west 4 mile section to eliminate hazards at culvert inlet basins.

TYPICAL SECTION

The typical section called for a class "C" mix leveling course on the travel lanes and a 2" thickness class "B" mix overlay on the 12' travel lanes and the 4' - 10' shoulders.

On the west 4.2 miles the existing 4' oil or rock shoulders were graded down to provide a 3" thickness of class "B" mix base course for 4' shoulders. This was a revision of the project plans which called for a widening at only the outer 2' and assumed that 28' of the existing road was a adequate base for the 2' overlay. The existing 4' shoulders were generally remnants of an old oil mat. This revision was done under a price agreement which approved an additional 2000 tons of class "B" A.C. for the added width base course.

ASPHALTIC CONCRETE PAVING

This project was done under the new 1983 "statistic" spec. which provided for penalties or bonuses. The contractor as well as O.S.H.D. personnel were required to do mix and density testing to determine compliance, the spec set-up tolerance limits for adherence to design mix gradation, asphalt content, and moisture. Also density minimums for both lane and shoulder paving. The spec set-up a system of predetermining exact "spots" for mix sampling and also for compaction testing. The contractor had 4 paving days of bonus amounting to \$2973.00 and 4 days of penalty amounting to \$10,016.00

As of the present time the paving has not been accepted - principally due to surface raveling which exposed considerable soft brown aggregate. Also the "ride" is far from smooth but considering the shape of the old pavement and the fact this was only 1 lift overlay, the ride is not that bad.

MEMBRANE WATERPROOFING

Two bridges over Gales Creek called for deck grinding and application of membrane waterproofing. The Southern Pacific Railroad overcrossing at MP 49.68 was added for waterproof treatment. The spec set up 9 acceptable methods of water proofing. The contractor used the method known as Asphalt-Rubber Fabric Seal.

GUARD RAIL

Guard rail, delineators and mailbox supports were subbed to Hopsing Construction Company.

Approximately 6500' of old rail was replaced generally between MP 43.9 and MP 45. The only remaining obsolete rail needing replacement is at the approaches to the Southern Pacific Railroad overcrossing, MP 49.7

Type 2 and 4 delineators were placed throughout the project.

On the next 4 miles, all existing mailboxes were replaced with tubular steel breakaway supports. Turnouts were paved to all the mailbox locations. A few residents were reluctant to give up their more exotic mail box set ups. One was made with welded steel chain links.

EXTRA WORK ITEMS

The only E.W.O. done on the project was the removal and redo of pavement breakup at the ends of the Southern Pacific overcrossing and adjustment of low guard rail at the crossing ends. The E.W.O. also included removal and repaving of two breakups at MP 43.6. \$8,800.00 was expended under this E.W.O. S.F.O. striping cost \$

P.A.# 1 concerns approval of additional 2000 tons of class "B" AC to increase the width of base course on the west 4 miles of the project.

P.A.# 2 provided for \$9,785.00 reimbursement to the contractor for anti-stripping additive.

UNRESOLVED CLAIMS

The contractor has recently submitted two claims for additional compensation. Claim #1 is rather lengthy and concerns alleged additional paving bonuses generally based on his test results. The bottom line claims additional \$20,095.00 in bonuses. The claim is being presently analyzed.

Claim #2 amounts to approximately \$6,000.00 and is based on greater depth of bridge deck grinding than was indicated on the plans typical section. The claim has been returned to the contractor for more documentation to support the amount claimed.

FINAL COST

The project authorization set up \$.The authorization was increased to \$1,778,938.00 late in the paving when it was obvious that A.C. quantities were going to overrun by approximately 5500 tons. Final cost appears to be approximately \$ Engineering costs are approximately \$115,000.00

RETROSPECTIVE SUGGESTIONS

A few items for revision consideration or just "food for thought" are offered for posterity.

Item 1 - A re-check of A.C. quantities in the project set-up seems to indicate an underestimate based on "plan" dimension. There is no way to accurately estimate the leveling course, but the 5000 tons set-up was too tight to fill the wheel ruts and restore the tangent crown. I note the location estimate for leveling was 6900 tons - approximately 7300 tons were laid down. Also the Class "B" mix overlay set-up computes approximately 2500 tons too low.

Item 2 - The shoulder widening was paid for under "General Excavation" yardage. I believe a lump sum would have been more realistic. The engineering cost of cross sectioning and volume computation is not justified for a 3" x 5' slice of grading.

Item 3 - I believe top course A.C. paving should be cut off not later than September 30 in order to allow another month of reasonably warm weather under traffic conditions.

Item 4 - The "Method of Feathering" particularly at the ends of main road paving would be better done by at least a 1" grind down and thus provide a more durable joint.

Item 5 - I do not believe that the mix and compaction testing for bonus or penalty consideration on shoulders is warranted - particularly a 4' wide shoulder. The same mix and compaction effort goes into shoulder that goes into travel lanes.

Willard J. Snodgrass

STATEMENT OF OVERFUNS AND UNDERPUNS

Project: Gales Creek-Sunset Hwy

Contract No.: 9657

Highway: Wilson River

Prefix: 34-1088

County: Washington

F.A. No.: F-35(1)

Item	Unit	Original	Semifinal	+%
	Summary	* 1,036,485.00		
Bid Items	\$	847,566.00	1,040,228.70	+4
Anticipated Items	\$	2,600.00	2,401.43	-7.6
		* 46,641.82		
Contingencies	\$	38,257.47	10,962.26	-76.50
		* 93,211.59		
Engineering	\$	76,514.94	115,516.96	+23.9
Liquidated Damages	\$	0.00	0.00	0.0
Total	\$	1,178,938.41	1,169,109.35	-0.83

* Additional approved Project Authorization

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost

B.I.#12 Class 'B' A.C.	\$	311,520.00	377,083.63	+21
------------------------	----	------------	------------	-----

A underestimation of preliminary quantities was the the greatest reason for this overrun and that of B.I. #13 and #14 .

B.I.#13 Class 'C' A.C.	\$	76,800.00	120,379.55	+57
------------------------	----	-----------	------------	-----

B.I.#14 Asphalt Cement In Mix	\$	255,960.00	313620.20	+23
-------------------------------	----	------------	-----------	-----

DATE: December 8, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Gales Creek-Sunset Highway Section
Wilson River Highway, Washington County
Contract No. 9657

This federal-aid paving project is essentially completed and it now appears that the final cost will exceed the project authorization by \$214,000 or 22.2 percent.

Insufficient quantities of Class "C" asphalt concrete mixture were provided in the contract to properly level the grade and restore the proper crown and superelevation. The job also required an additional amount of Class "B" asphalt concrete mixture because the existing pavement was found to be six feet narrower than indicated on the plans over two-thirds of the six-mile length of the project. Overrun of the two asphalt concrete mixture items also caused the amount of asphalt cement in the mixtures to overrun correspondingly. Together, the overrun of these items added more than \$175,000 to the cost of the project.

Additional construction engineering was required to properly inspect and administer the increased work. Minor variations from contract quantities accounts for the balance of the overrun.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by \$214,000 to a new total of \$1,178,938.41. This matter will be on the consent calendar for the December 20 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell



STATE OF OREGON

Highway Construction 378-6386 CON 5

INTEROFFICE MEMO

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 5, 1983

FROM: *Robert O. Christensen*
O. B. Jackmond
Contract Administration EngineerSUBJECT: Request for Increase in Project Authorization
Gales Creek-Sunset Highway Section
Wilson River Highway, Washington County
Contract No. 9657

This federal aid paving project is essentially completed and it now appears that the final cost will exceed the project authorization by \$214,000.00 or 22.2 percent.

Insufficient quantities of Class "C" asphalt concrete mixture were provided in the contract to properly level the grade and restore the proper crown and super-elevation. The job also required an additional amount of Class "B" asphalt concrete mixture because the existing pavement was found to be six feet narrower than indicated on the plans over two-thirds of the six-mile length of the project. Overrun of the two asphalt concrete mixture items also caused the amount of asphalt cement in the mixtures to overrun correspondingly. Together, the overrun of these three items added more than \$175,000 to the cost of the project.

Additional construction engineering was required to properly inspect and administer the increased work. Minor variations from contract quantities accounts for the balance of the overrun.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$214,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Jim Cochell
R. D. Church
D. E. Swan

COM/MEM/6

OK
[Signature]

RECEIVED					
STATE HWY ENGR					
DEC 7 '83					
REFER TO					
FOR					
Info	Invt	R/D	D R	Sum	Act

November 28, 1983

CON

Baker Rock Crushing Co.
21880 SW Farmington Road
Beaverton, Oregon 97007

Time Extension Request
Gales Creek-Sunset Highway
Contract No. 9657
FAP No. F-35(11)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of one additional calendar day is granted due to the work performed under Extra Work Order No. 1. The adjusted contract time for completion of this contract is 126 calendar days. This adjustment will eliminate all liquidated damages under this contract.



for W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
James Cochell w/att.
FHWA w/att.
Bob Church

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

2131 S. W. Scholls Ferry Road
Portland, Oregon 97221

OM MRE OE PPM **CE**
 RECEIVED ME
 US NOV 15 1983 PDM
 CSA Metro Region TAM
 SD PA EM BUD LM

To: Marion Craft
 Region Construction Eng.
 Milwaulkie

SUBJECT: Time Extension Request
 Gales Creek-Sunset Highway
 Wilson River Highway
 Washington County
 Contract No. 965

From: J.W. Cochell
 Project Manager

RECEIVED
 NOV 18 1983
 CONSTRUCTION SECTION

Attached is a time extension request from Baker Rock Crushing Company prime contractor on the above project. This project consisted of paving and guard rail.

Contract awarded	6-8-83
Contract time specified	125 CD
Calendar count started	6-24-83
Contractor began work	7-1-83
Contract completed	10-27-83
Calendar days used	126 CD
Liquidated damages	1 CD

Extra Work Order No. 1 was written for removing and reconstructing the existing roadway for approximately 50 ft at either end of the Southern Pacific Railroad over crossing structure at M.P. 49.68. The contractor worked 2 days, July 11th and 13th to complete this work. He also worked July 12th removing existing asphalt concrete surfacing from the deck of same structure. Due to the additional work involved I recommend that the time extension be granted.

11-22-83

W.E. Schwartz-

I concur with Region and Project Manager and recommend a time extension of one calendar day due to work done under EWO No. 1.

James W. Cochell

JWC:db

CC: Bryant Jackman - with original attachments.

I agree with the above statements, and also, there was a considerable amount of AC due to wider roadway than shown on the plans. I recommend granting the one day time extension.

Marion Craft

11-16-83

September 12, 1983

Beatrice Schmidt
Kenneth Delp
36605 Wilson River
Tillamook, OR 97141

Highway Division officials have explained to me that an opening cannot be left in the guardrail that is to be installed on the Wilson River Highway where you own property. They inform me an opening could be a hazard for motorists.

If such an opening were installed, the Highway Division says the cost would be about \$1,000, as you mentioned. However, to overcome the steep slope to the river for a pedestrian way, the cost would be many times more. This also makes such a plan impractical.

It is possible that you could have something constructed at your own expense that could help you and your family get over or around the guardrail. A plan and application should be submitted to Eldon Everton, District Maintenance Supervisor, Highway Division, 350 West Marine Drive, Astoria. His telephone number is 325-7222. Perhaps he can help you solve the problem.

While I sympathize with your situation, any potential danger to the traveling public must take priority over personal convenience. I hope you appreciate the Highway Division's position on this matter. I also hope you are able to find an alternative plan for reducing the inconvenience the guardrail may cause you.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc: Highway Division ✓

RECEIVED STATE HWY ENGR							
SEP 20 '83							
REFER TO Frederickson							
FOR							
Info	Inves	R/D	D R	Sign	Act	File	

KENNETH B. DELP
36605 WILSON RIVER
TILLAMOOK, ORE.
97141

BEATRICE SCHMIDT
36605 WILSON RIVER
TILLAMOOK, ORE.
97141

AUG 25 1983

PLEASE RETURN

ORIGINAL LETTER

Please prepare a response

for the sender's signature

Thank you

Dear 000734
regard to road work going
The Wilson River Hwy. We own property
to the Center of river. They are putting up
of guard rail along this straight away.
We are asking for a small opening be left
that we can get to the river with out standing
on road & climbing over rail. It will be hard
to stand on road & lift our grand children over
& J. Beatrice Schmidt have a bad back. We have
talked to the engineers down here. and now
they come back to us saying they can't do that.
and in the next breath they say ~~they say~~ they
could for a thousand dollars. so that tells us
money talks. They can do it if they wanted to.
The Hwy Dept is hard locking us from our
land. We bought land down here because of
the river frontage now they are fixing it so
it will be hard for us to get to. They say
they are thinking of public safety but they are thinking
of our safety. Hope to hear from you. Beatrice Schmidt
Kenneth Delp.



STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
CON

TO: Ed Hardt
ATTN: Marion Craft

FROM: C. T. Keasey *C. T. Keasey*
Construction Engineer

SUBJECT: Gales Cr.-Sunset Hwy Section
Wilson River Highway
Contract No. 9657

DATE: August 8, 1983

Your request to increase the scope of the subject project by \$480,000 (50 percent) has been discussed with Mr. Coulter and is denied.

Any such increase in a project, unless it is necessary to do to complete the original contract, should be let as a separate contract.

Also, nothing is included in this presentation to indicate that these "fill-in" sections are in worse condition or should have higher priority than any other section.

Please proceed with this project as let.

CTK:st

cc H. S. Coulter w/att.
W. E. Schwartz w/att.

NOTED
W. E. SCHWARTZ

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Gales Creek-Sunset Highway Date August 8, 1983
 Highway Wilson River Contract No. 9657
 County Washington Kind of Work Paving & Guard Rail Contractor Baker Rock Crushing Co.

	Authorized	Estimated
Contract Amount	\$847,566.00	\$1,317,429.30
Anticipated Items	2,600.00	2,600.00
Contingency (4½%)	38,257.47	40,000.00
Engineering	76,514.94	85,000.00
Credits		
PROJECT COST	964,943.41	1,445,029.30
	NET INCREASE \$	480,085.89

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
C Class "B" Asphalt Concrete	\$522,008.40	\$210,486.40
C Class "C" Asphalt Concrete Mix in Leveling	139,176.90	62,376.90
C Asphalt Cement in Mix	435,290.00	179,330.00
C Asphalt in Tack	24,750.00	11,250.00
C Membrane Water Proofing	13,560.00	6,420.00

Principal reasons for overruns (Continue on reverse side): The original concept of this project was to pave from the Sunset Highway to Gales Creek. The contract was let with two areas to be left unpaved. The amounts indicated would fill in these gaps. The contractor has indicated that the increase would be performed at contract bid prices.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by [Signature] Resident Engineer

Noted by _____ Construction or Bridge Engineer

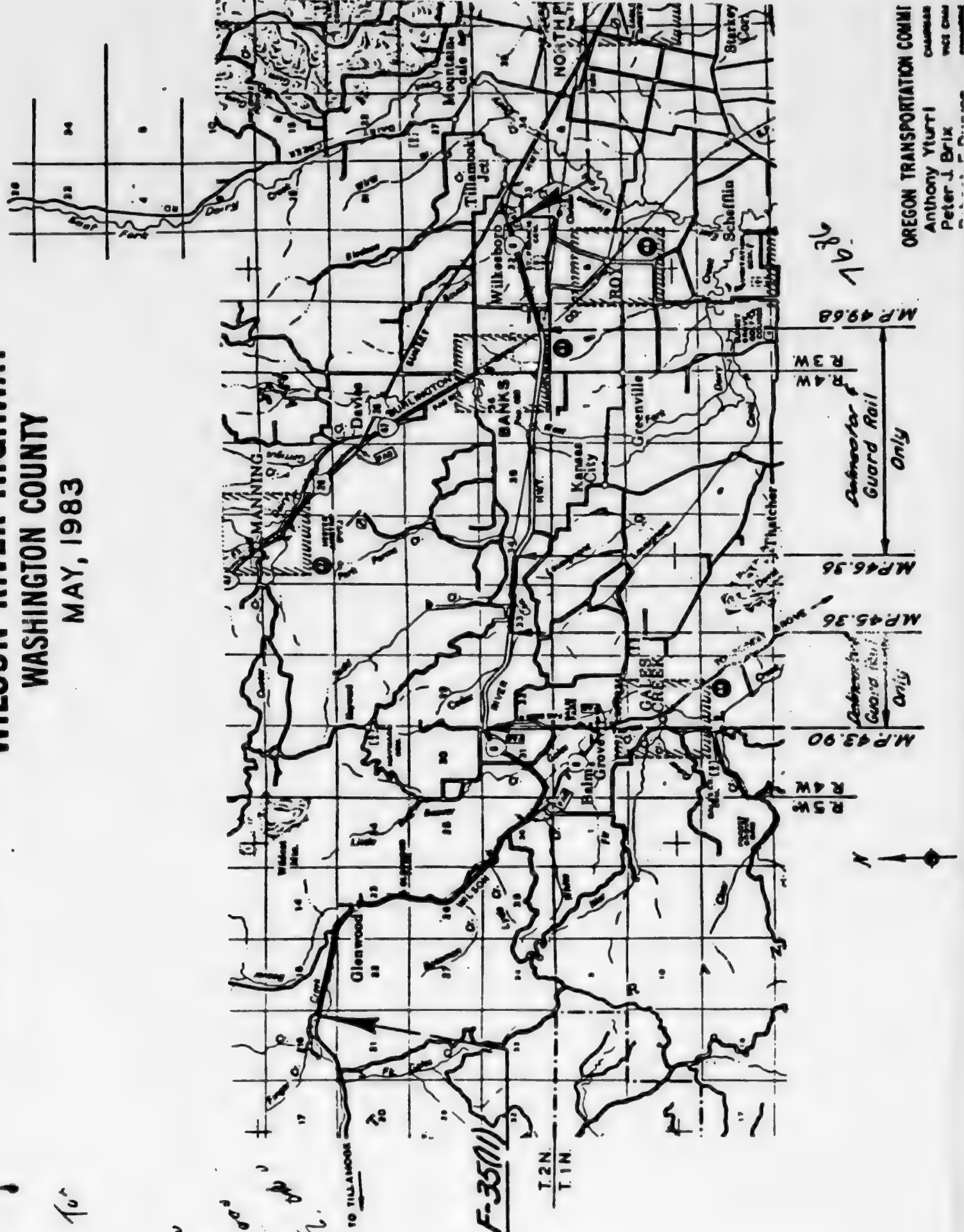
Confirmed by [Signature] Division Engineer

Noted by _____ Deputy or State Highway Engineer

MAY, 1983

every situation
direction of traffic
to control
trucks
to rail
waters
bar installations
be connections
a detail

17-4 OF PROJECT F-35011 11



OREGON TRANSPORTATION COMMITTEE
Anthony Yturri
Peter J. Brlix



STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: August 4, 1983

FROM: *Marion Craft*
MARION CRAFT
Region Construction Engineer

SUBJECT: Gales Creek-Sunset Highway
Wilson River Highway
Washington County
Contract No. 9657



This will be a request to increase the scope of the work on this project. The project was put together this spring with the object of doing the bare minimum amount of work necessary, using 100% state money, and getting the project on the shelf, ready to go in case state money became available.

The project later became eligible for Federal funding and was let that way, but it still is an intermittent overlay and guardrail project. We would like to fill the gaps in the paving, which is shown on the attached map. Jim Cochell estimates about 17,000 tons of mix will be required, plus three small bridges to have the asphalt ground off and a waterproof membrane installed. An increase of about \$480,000, as shown on the attached forms, is expected.

This proposal has been discussed with Tom Lowe and he has no objection to the concept.

Your approval and further processing is recommended.

If the proposal could be placed before the Commission at their August 16 meeting, the work could be done in conjunction with the regularly scheduled contract work.

MC/b

Attachment

cc: Jim Cochell



STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 7, 1983

FROM: Kay Turner, Manager *Kay Turner*
EEO, MBE & Labor Compliance

SUBJECT: Gales Creek-Sunset Highway
Contract Award

RECEIVED STATE HWY ENGR						
JUN 7 '83						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Baker Rock Crushing Company, Beaverton, was the low bidder on this project. MBE goals assigned to this project were:

Minority-owned	3%
Woman-owned	1%

Baker Rock Crushing Company's bid proposal MBE Participation Commitment Statement included:

Bidder's Goals	
Minority owned	3%
Woman owned	0%

Subsequent documentation indicated the bidder was subcontracting 11.1% of the bid to a minority-owned firm.

Lorraine Ellis and I this date met with Gary T. Baker, Bill Karkau and Jim Records at the firm's headquarters in Beaverton to examine their efforts to meet the project goals, especially concentrating on the woman-owned goal.

The contractor analyzed subcontracting opportunities and contacted all but one of the MBE's in the Department's Certified Directory whose listing indicated capabilities for five separate categories of work. Of the five woman-owned firms contacted, two did not respond, one supplied bidding information for the wrong project, one submitted a quote which doubled the cost of the item, and one submitted a quote for a number of bid items the total of which would have increased the project costs significantly.

The contractor also advertised for sub-bids in the Daily Journal of Commerce. He received no response to this advertisement.

My conclusion is that the contractor has demonstrated good faith efforts to meet the assigned goals. I recommend award of the contract to Baker Rock Crushing Company.

KT:cb

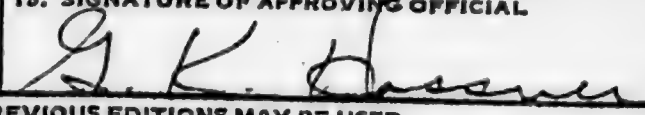
cc: Jack Sollis

APPROVED
E. Hunter
STATE HIGHWAY ENGINEER
DATE: 6-7-83

*cy Susan
Goussien
6/7
Turner*

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION			
LETTER OF APPROVAL AND/OR AUTHORIZATION			1. FEDERAL-AID PROJECT NO. F-35(11)
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division			2. STATE PROJECT NO. See below
			2A. COUNTY NAME Washington
5. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon			4. PROGRAM NO.
			5. ITEM NO. 30086
7. DATE AUTHORIZATION EFFECTIVE 5/4/83		8. FEDERAL ROUTE NUMBER Primary 35	
		9. STATE ROUTE NUMBER Primary 37	
10. GENERAL LOCATION: Gales Creek - Sunset Highway Section			
11. GENERAL DESCRIPTION OF WORK Overlay and guardrail			
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW.			
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Permanent Pavement Striping S.F. \$2,600			
13. REMARKS After concurrence is award you are authorized to proceed with those items listed above as shown in your Estimate. Mr. Potter's 5/2/83 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of \$942,100 Federal Funds \$830,461. A signed copy of the Title Sheet is returned herewith.			
14. DATE 5/4/83		15. SIGNATURE OF APPROVING OFFICIAL <i>G. K. Hassner</i>	
		16. TITLE for Division Administrator	

RECEIVED STATE HWY ENGR	
MAY 17 '83	
REFER TO <i>Potter</i> FOR	
Info	Inves
R/D	O/R
Sign	Act
File	Type

r11 1657 U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. F-35(11)																																									
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16. TITLE for Division Administrator		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="8" style="text-align: center;">RECEIVED STATE HWY ENGR</th> </tr> <tr> <td colspan="8" style="text-align: center;">MAY 17 '83</td> </tr> <tr> <td colspan="8" style="text-align: center;">REFER TO Potter FOR</td> </tr> <tr> <td style="text-align: center;">Info</td> <td style="text-align: center;">Inves</td> <td style="text-align: center;">R/D</td> <td style="text-align: center;">O/R</td> <td style="text-align: center;">Sign</td> <td style="text-align: center;">Act</td> <td style="text-align: center;">File</td> <td style="text-align: center;"> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		RECEIVED STATE HWY ENGR								MAY 17 '83								REFER TO Potter FOR								Info	Inves	R/D	O/R	Sign	Act	File									
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9657



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

8

Subject: Oregon Project IX-35(-)
Gales Creek-Sunset Highway Section
Wilson River Highway
Washington County

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Date: April 21, 1983

Reply to
Attn. of: HFO.6-OR

**NOTED
H.S. COULTER**

The proposed deviation from AASHTO Standards is approved as requested by Mr. Stoudenmeyer's letter of April 18, 1983. The proposal calls for a 32 foot section (an improvement over the existing) that will not require added Right-of-Way. The current traffic is 3,800 ADT and the primary purpose of the project is to restore drainage, skid resistance and cross-section as well as extending the service life of the pavement. This deviation applies to the westerly four miles of the project where the accident rate of 1.40 is lower than the Statewide average.

D. K. Hassner
for Dale E. Wilken

cc:
OSHD (D N Stoudenmeyer)
OSHD (D E Swan)

RECEIVED STATE HWY ENGR						
APR 25 '83						
REFER TO						
FOR						
Info	In. as	R/D	J/R	Sign	Act	File

April 18, 1983

DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem OR 97301

Gales Creek-Sunset Highway Section
Wilson River Highway
Washington County

Versteeg	✓	RECEIVED	
Anderson			
Adams			
Macnab			
Stoudenmeyer			
Torpin		APR 18 1983	Do not use
Trout			Bring up
Wackerlig		ROAD DESIGN SECTION	Action

The primary purpose of this Federal-Aid Project is to extend the service life and restore the pavement section and skid resistance of the pavement with an overlay and widening. The section that will be substandard is 4 miles long and has an ADT of about 3800.

The typical section is proposed as 32' in width, two 12' lanes and two 4' shoulders. This typical can be constructed within the existing right-of-way and is an improvement over the present 28' surfacing.

We request your approval of this exception of AASHTO standards.

J.H. Versteeg
Road Design Engineer

By

DNS

Donald N. Stoudenmeyer
Preliminary Design Supervisor

DNS:kg

cc: D.N. Stoudenmeyer

527

8

DATE: March 3, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Overlay Project

On the consent calendar for the March 15 meeting will be a request to add an overlay project to our construction program.

The proposed project is on the Wilson River Highway between Gales Creek and the Sunset Highway in Washington County. This project would take the place of the two Metro Region overlay projects which you approved at the January meeting, but on which we were unable to obtain Federal-Aid funding approval for the estimated \$1,450,000 cost.

This \$1,500,000 project would be financed with Federal-Aid Primary funds, including \$178,000 state match.

I recommend your approval and request authority to sign the necessary agreements for and on your behalf.

KO:bks st

bc Fred D. Miller	J. H. Versteeg
R. W. Gormsen	V. E. Skoog
E. S. Hunter	Warren Richards
D. E. Swan	Carl Nelson
W. E. Schwartz	E. L. Hardt

(118)
Date: February 20, 1968

8
PRU

To: Oregon Transportation Commission

From: H.S. Coulter, P.E.
State Highway Engineer

Subject: Finance Approval
Overlay Project

On the consent calendar for the March 15 meeting will be a request to add an overlay project to our construction program.

The proposed project is on the Wilson River Highway between Gales Creek and the Sunset Highway in Washington County. This project would take the place of the two Region 1 overlay projects which you approved at the January meeting but which were not approved for Federal-Aid Primary funding.

The \$1,500,000 project would be financed with Federal-Aid Primary funds, including \$175,000 state match.

I recommend your approval and request authority to sign the necessary agreements for and on your behalf.

KU:bks

cc: Fred Miller	J.H. Versteeg
R.W. Gormsen	V.E. Skoog
E.S. Hunter	Warren Richards
O.L. Swan	Carl Nelson
W.E. Schwartz	L. Harbo

ROAD DESIGN SECTION

DES 16

J. E. Backstrand
Structural Design Engineer
Don
Don Stoudenmeyer
Design Supervisor

June 1, 1982

Gales Creek-Sunset Hwy.
MP 37.64 to MP 51.37
Wilson River Highway
Washington County
State Funding
2" Proposed Overlay Thick.

Versteeg	_____	RECEIVED	_____
Anderson	_____		_____
Adams	_____		_____
Olson	_____		_____
Sullivan	_____		_____
Terpin	_____	JUN 2 1982	Do Not File ☐
Trout	_____	ROAD DESIGN SECTION	Return To _____
Wakerlig	_____		Bring ☒ _____
			Action _____

Transmitted herewith is a copy of the narrative report on the subject project, scheduled for June, 1982.

This report is being submitted for your investigation of any work required on Bridge Nos. 2461-A and 7677.

JV:rw

Attachment

1983 Spray Slide Correction 9658
Sec. of the John Day Hwy. East of
Spray.



r11

STATE COPY

: OSHD (Coulter)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Wheeler	DIVISION Oregon
DATE OF REPORT 10/18/84	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-6(7)
COMPLETION DATE (Actual) 11/13/83	ACCEPTANCE DATE BY CONTRACT AGENCY 3/22/84	TIME ELAPSED 161 %	CONTRACT TIME 90 calendar days
LOCATION Approximately 1.5 miles east of the community of Spray, on Oregon SR 19, Wheeler County, Oregon			
The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over \$500,000) A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.			RECEIVED ENGR OCT 25 '84
REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work. <u>SPRAY SLIDE CORRECTION</u> <u>JOHN DAY HIGHWAY</u> <u>Wheeler County</u> NOTED W. E. SCHWARTZ cy 10/30 REFER TO Fredrickson FOR Info Inves R/D D/R Sign Act File			
This project provided for the correction of a slide by constructing a rock buttress at the toe of the slide.			
The contractor used an additional 55 calendar days beyond the allotted contract time to complete the project work. An approved time extension of 20 calendar days reduced the liquidated damages to 35 calendar days or \$150 per day for 35 days for a total of \$5,250.			
The final amount of the original contract amount was \$121,118.34 or 21 percent overrun of the original contract amount of \$100,098.79. The final cost of the project including all changes and engineering was \$156,709.36.			
The significant overrun in the original contract items was the stone embankment material. The quantity overran when the length of the dike was increased to meet existing field conditions.			
All participating work has been completed.			
A final inspection of the completed work was made on 3/13/84 at which time all contract work had been completed. State Force time to perform some minor surfacing at the slide has apparently not been charged to the project (see final estimate).			
ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter	G. K. Hossner	SIGNATURE G. K. Hossner	Original signed by T. T. CHRISTIANSON
TITLE Area Engineer	DATE 10/23/84	TITLE Field Operations Engineer	DATE 10/23/84

96-2

★

June 28, 1984

J. W. McCracken, Jr.
Attorney at Law
620 Citizens Building
975 Oak Street
Eugene, OR 97401-3120

CON 5
#9658

Dear Mr. McCracken:

Thank you for your letter of June 12, 1984, on behalf of American Barricade Co., Inc., informing us that they have been paid in full by J and J Fencing, Inc.

This was in connection with the Mountain Road Construction Contract No. 9658 for the Spray Slide Correction Project in Wheeler County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Mountain Road Construction
PO Box G
Riddle, OR 97469

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

FKN:kjm

NOTED ON CARD
6/28

J. W. McCracken, JR.

ATTORNEY AT LAW
620 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401-3120

AREA CODE 503
TELEPHONE 686-2321

June 12, 1984

Oregon Department of Transportation
121 Transportation Building
Salem, OR 97310

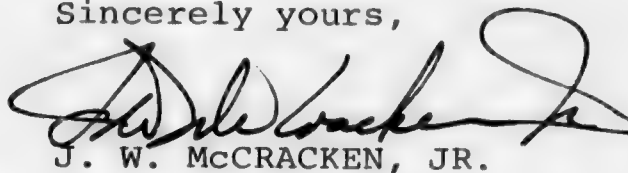
Attention: Robert W. Gormsen, Commission Services

Re: CON 5 #9658
Claimant American Barricade Co., Inc.
Prime Contractor Mountain Road Construction
Surety Transamerica Insurance Co.
Amount \$994.95

Dear Mr. Gormsen:

Please be advised that my client, American Barricade Co., Inc., has been paid in full by its debtor, J & J Fencing, Inc.

Sincerely yours,

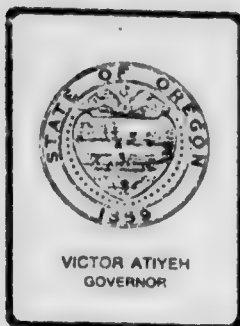


J. W. McCracken, JR.

JWM/kmg

cc: American Barricade Co., Inc.
Mountain Road Construction
Mark W. Perrin, Esq.
Transamerica Insurance Co.
J & J Fencing, Inc.

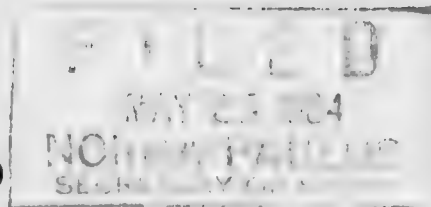




CL 84-83

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310



May 23, 1984

IN REPLY REFER TO
FILE NO.:

Mr. J. W. McCracken, Jr.
Attorney at Law
620 Citizens Building
975 Oak Street
Eugene, OR 97401-3120

CON 5
#9658

Dear Mr. McCracken:

This will acknowledge your letter of May 11, 1984, with attached Notice of Claim from American Barricade Co., Inc., concerning the following Highway Division contract:

FILED BY:	American Barricade Co., Inc.
AMOUNT:	\$994.95
FOR:	Materials
AGAINST (Prime contractor)	Mountain Road Construction
CONTRACT NO.:	<u>9658</u>
PROJECT:	Spray Slide Correction, John Day Hwy., Wheeler County
SURETY:	Transamerica Insurance Co.
AGENT:	Tromp & McKinley Insurance, Inc.

This contract was completed on December 12, 1983, and accepted by the State on March 22, 1984.

We will advise the surety and the prime contractor of the receipt of this claim. We note you have filed it with the Secretary of State.

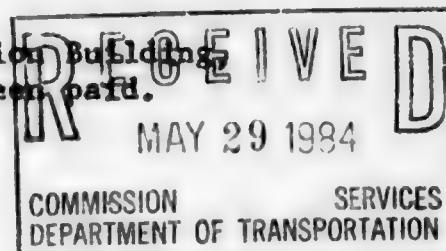
Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

NOTED ON CARD

5-30-84 kjm

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES



cc: Mountain Road Construction
P.O. Box G
Riddle, OR 97469

Transamerica Ins. Co.
1150 S. Olive St.
Los Angeles, CA 90015

bc: Secretary of State - P.S. Please advise us of your filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly by attorney.

J. W. MCCRACKEN, JR.

ATTORNEY AT LAW
620 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401-3120

AREA CODE 503
TELEPHONE 686-2321

May 11, 1984

Mr. Vern Hahn
Internal Audit Manager
State Transportation Department
406 Transportation Building
Salem, OR 97310

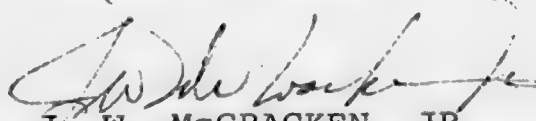
Dear Mr. Hahn:

Enclosed is a notice of claim, pursuant to ORS 279.528.
given on behalf of my client American Barricade Co., Inc. in
connection with State of Oregon Contract No. 9658.

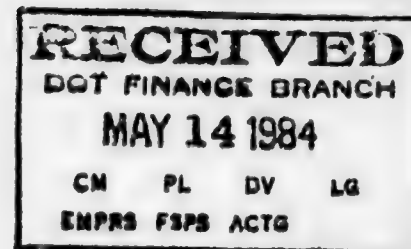
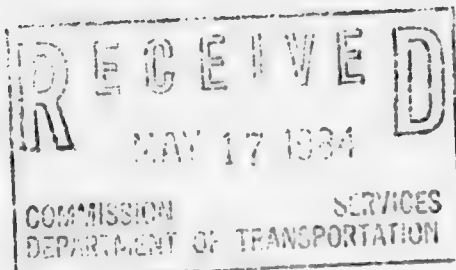
Please advise the date upon which the work of the
contract was accepted by the Department.

Thank you.

Sincerely yours,


J. W. MCCRACKEN, JR.

JWM/kmg
Enclosure
cc: American Barricade Co., Inc.



RECEIVED

MAY 15 1984

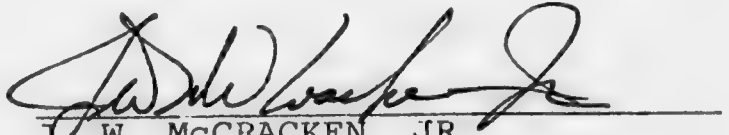
ACCOUNTING

NOTICE OF CLAIM

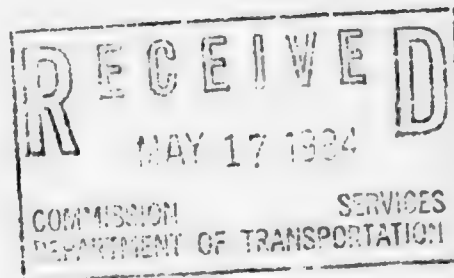
TO: Vern Hahn
Internal Audit Manager
State Transportation Department
406 Transportation Building
Salem, OR 97310

Notice is hereby given that American Barricade Co., Inc. has a claim for signs, barricades and other materials furnished by American Barricade Co., Inc. in the sum of \$994.95 against the bond taken from Mountain Road Construction as principal and Transamerica Insurance Company as surety upon the bond for the work of the State of Oregon Contract No. 9658 for road repair commonly known as the Spray Slide job.

Dated: May 11, 1984.


J. W. McCRACKEN, JR.
Attorney for American Barricade
Co., Inc.

cc: Mountain Road Construction
Transamerica Insurance Company
J & J Fencing, Inc.
Secretary of State
American Barricade Co., Inc.



J. W. McCRACKEN, JR.
ATTORNEY AT LAW
620 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401
686-2321



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 4, 1984

TO: Oregon Transportation Commission

In Reply Refer to
File No

FROM: H. S. Coulter, P.E.
State Highway Engineer

CON

SUBJECT: Request for Increase in Project Authorization
Spray Slide Correction Section
John Day Highway, Wheeler County
Contract No. 9658

This federal-aid slide correction project was recently completed and it now appears that the final cost will exceed the project authorization by \$15,800 or 11.2 percent. The authorization was previously increased at the meeting of December 20, 1983, based on additional stone embankment material needed to accomplish the design purpose of the project.

The quantity of material available at the source prescribed for the project proved to be inadequate and it became necessary to negotiate for additional material from a private ownership. This involved payment of royalties which added more than \$8,600 to the cost of the project.

It was necessary to relocate a power line to accommodate construction of the project. The line was located on private property and was therefore reimbursable. No funds were provided in the project authorization for this work which added more than \$5,100 to the cost of the project.

More area was disturbed in constructing the project than was foreseen and it was necessary to seed and mulch this increased area to enhance restoration of the area. Additional guardrail was required in order to adequately protect the traveling public. These items added approximately \$4,350 to the cost of the project.

Increased construction engineering was also required in order to properly oversee and inspect the added construction work.

There are sufficient funds available in the category of work and all the increase, except \$7,428, is eligible for federal participation.

I recommend that the authorization be increased by \$15,800 to a new total of \$156,749.63. This matter will be on the consent calendar for the May 15 meeting.

OBJ:HHP:mk lks

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson

V. E. Skoog
R. D. Hector
George Bell



STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: May 4, 1984

FROM: *O. B. Jackmond*
O. B. Jackmond, P.E., P.L.S.
Contract Administration EngineerSUBJECT: Request for Increase in Project Authorization
Spray Slide Correction Section
John Day Highway, Wheeler County
Contract No. 9658

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Increased construction engineering was also required in order to properly oversee and inspect the added construction work.

There are sufficient funds available in the category of work and all the increase, except \$7,428, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$15,800.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
Bobby Johnson
B. M. Walton
W. F. Cobine

RECEIVED						
STATE HWY ENGR						
MAY 4 '84						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

1058

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	4-138
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID
PROJECT AGREEMENT

4-12-84

State

Oregon

County

Wheeler

Project Number

F-6(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on July 7, 19 83,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 146,000.00	\$ 159,754.00
Federal funds	\$ 128,699.00	\$ 140,823.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modi-

fication is effective as of the 12th day of April, 1984.

Oregon State Highway Division

(Official name of Highway Agency)

By

Henry B. Potter

Manager, Program Division

(Title)

xy For H. S. Coulter

State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

Dale E. Wilken

(Division Administrator)

For: Dale E. Wilken

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. F-6(7)

Spray Slide Correction
John Day Highway
Wheeler County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY.
Roadway (Sta. 119+00 to Sta. 125+50

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Relocate Power Line (SF0 #1)	0	0	0	All Required	\$ 5,116.86
Royalty Payment (SF0 #2)	0	0	0	All Required	8,636.70
				Subtotal	\$13,753.56
				Subtotal of Prev. Estimate	\$ 13,753.56
				Subtotal	127,948.90
				Engineering	\$141,702.46
				Total	18,051.54
					\$159,754.00

L(th of Project - - - - - 0.0 Mi.

Federal Funds (88.15%) - - - - \$140,823.00
State Funds - - - - - 18,931.00
Total \$159,754.00

Group 1 - 100%
Contract No. 9658
Prefix: 35-1960
Prefix: 35-1038

RHZ:mld

STATE COPY Gen File

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 1-119		OREGON
PROJECT REPORT NUMBER		County WHEELER
MODIFICATION NUMBER 1		Project Number F-6(7)
MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 7, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 116,449.00	\$ 146,000.00
Federal funds	\$ 102,649.00	\$ 128,699.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of January, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Henry A. Peltz
Manager, Program Section
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By [Signature]
(Division Administrator)
For: Dale E. Wilken

By FOR: H. S. Coulter
State Highway Engineer
(Title)
By _____
(Title)

600. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 10, 1984

FEDERAL AID PROJECT NO. F-6(7)

SPRAY SLIDE CORRECTION SECTION
JOHN DAY HIGHWAY
WHEELER COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (Sta. 119+00 to Sta. 125+50)

Subtotal of previous estimate of June 22, 1983 \$102,598.79

PREVIOUS ESTIMATE

Stone Embankment	21,013 Cu. Yd.	1.67	\$ 35,091.71
Guard Rail, Type 2A	200 Lin. Ft.	22.00	<u>4,400.00</u>
			\$ 39,491.71

REVISED ESTIMATE

Stone Embankment	34,546 Cu. Yd.	1.67	\$ 57,691.82
Guard Rail, Type 2A	325 Lin. Ft.	22.00	<u>7,150.00</u>
			\$ 64,841.82

Increase	\$ 25,350.11
SUBTOTAL	\$127,948.90
Engineering	<u>18,051.10</u>
TOTAL	\$146,000.00

Length of Project ----- 0.00 mi.

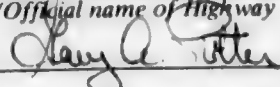
Federal Funds (88.15%) -----	\$128,699.00
State Funds -----	<u>17,301.00</u>
TOTAL	\$146,000.00

Group 1: 100%
Contract No. 9658
Prefix: 35-1960
Prefix: 35-1038

RHZ:pf

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. <u>961</u>	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	State Oregon County Wheeler Project No. F-6(7)
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.		
PROJECT TERMINI SR19, 2 ml. S.E. of Spray		
PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-83	0.0
OTHER (Specify)		
FUNDS Pro Rata 88.15%		
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS	
\$ 116,449.00	\$ 102,649.00	
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.		
OREGON STATE HIGHWAY DIVISION <i>(Official name of Highway Agency)</i> By <u></u> Manager, Program Section <i>(Title)</i> XXX For: H. S. Coulter State Highway Engineer <i>(Title)</i> By _____ <i>(Title)</i>	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By <u></u> <i>(Division Administrator)</i> Division Administrator Date executed by Division Administrator <u> </u> 8 1983	

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

- a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.
- b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 22, 1983

Federal-Aid Project
No. F-6-(7)

Spray Slide Correction Section
John Day Highway
Wheeler County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY

Roadway (Sta. 119 + 00 to Sta. 125 + 50)

Mobilization	All Required		\$ 5,600.00
Temporary Protection and Direction of Traffic	All Required		2,500.00
Temporary Signs	87 Sq. Ft.	6.50	565.50
Temporary Barricades	2 Only	125.00	250.00
Flagmen	300 Hours	12.00	3,600.00
Clearing and Grubbing	All Required		200.00
General Excavation	28,462 Cu. Yd.	1.41	40,131.42
Stone Embankment	21,013 Cu. Yd.	1.67	35,091.71
18-inch Culvert Pipe	60 Lin. Ft.	16.00	960.00
Extra for Pipe Under Pavement	32 Lin. Ft.	15.63	500.16
Guard Rail, Type 2A	200 Lin. Ft.	22.00	4,400.00
Guard Rail Anchors, Type 1	1 Only	450.00	450.00
Rail End Pieces, Type C	1 Only	225.00	225.00
Type 1 Fence	650 Lin. Ft.	2.50	1,625.00
Roadside Seeding and Mulching	5 Acre	800.00	4,000.00
			<u>\$100,098.79</u>

Anticipated Items

Temporary Erosion Control	All Required		<u>2,500.00</u>
			\$ 2,500.00
		Subtotal	\$102,598.79
		Engineering	<u>13,850.21</u>
		Total	\$116,449.00

Length of Project ----- 0.0 mi.

Federal Funds (88.15%)	\$102,649.00
State Funds	<u>13,800.00</u>
Total	\$116,449.00

Group 1: 100%
Contract No. 9658
Prefix 35-1960 P.E.
Prefix 35-1038

April 2, 1984

Tromp & McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97401

CON 5
#9658

Gentlemen or Ladies:

On March 28, 1984, we wrote to you concerning release of final payment on Contract No. 9658 awarded to Mountain Road Construction for the Spray Slide Correction Project on the John Day Highway in Wheeler County.

Final payment on this contract is \$1,500 and the total contract amount is \$116,055.80. No work was performed under fence account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Mountain Road Construction
P. O. Box G
Riddle, OR 97469

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Dale Allen

rll		cc: OSHD (Coulter)		STATE COPY		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION															
INITIAL REPORT & SEMI - FINAL INSPECTION																					
REGION NO.	REPORT NO.	COUNTY	DIVISION																		
10	1	Wheeler	Oregon																		
DATE OF INSPECTION	INSPECTION MADE BY			PROJECT NO.																	
3-13-84	David B. Carter, Area Engineer			F-6(7)																	
IN COMPANY WITH																					
Unaccompanied. Discussed with B. Johnson, Project Manager; OSHD																					
LOCATION																					
Approximately 1.5 miles east of the community of Spray, on Oregon signed Route 19, in Wheeler County, Oregon																					
CONTRACTOR NAME AND ADDRESS																					
Mountain Road Construction, PO Box G, Riddle, OR 97469																					
AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED																	
6-3-83	\$100,098.79	90 CD	6-22-83	7-28-83																	
QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED		RECEIVED STATE HWY ENGR APR 2 '84 REFER TO Fredrickson FOR <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Info</td> <td>Inves</td> <td>R/D</td> <td>D/R</td> <td>Sign</td> <td>Act</td> <td>File</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>			Info	Inves	R/D	D/R	Sign	Act	File							
Info	Inves	R/D	D/R	Sign				Act	File												
Satisfactory	Unsatisfactory	*See Below	100%																		
REMARKS																					
<u>SPRAY SLIDE CORRECTION</u> <u>JOHN DAY HIGHWAY</u> <u>WHEELER COUNTY</u>																					
NOTED W. E. SCHWARTZ This project provided for the correction of a slide by constructing a rock buttress at the toe of the slide. The project work is now complete and acceptance of the contract work is recommended. Final clean up of the work area and the materials source looks very good. State maintenance forces will place the final roadway surfacing through the slide area as weather permits. This work was not included in the contract as the quantity of work is small and time of year required to do this work would have meant a long wait period after the other slide correction work had been completed. A total of 145 calendar days were used to do the work. The contractor was granted a 20 day time extension due to the additional quantity of stone embankment work which was necessary to complete the project. There still remains a total of 35 days of liquidated damages assessed to the contractor. The stone embankment at the foot of the slide was extended easterly and northerly to reflect actual conditions encountered during the work.																					

rll U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL AID PROJECT NO. F-6(7)														
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See Below														
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 20148	2A. COUNTY NAME Wheeler														
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon																
7. DATE AUTHORIZATION EFFECTIVE 1/23/84	8. FEDERAL ROUTE NUMBER Primary 6	9. STATE ROUTE NUMBER Primary 5														
10. GENERAL LOCATION: Spray slide correction																
11. GENERAL DESCRIPTION OF WORK 34,546.8 cubic yards stone embankment at 25¢/cu yd																
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS ☐ OTHER (Specify)																
13. REMARKS Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/23/84 as requested in Mr. Fredrickson's letter of 2/8/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of \$8,636.70 Federal Funds \$7,613. RECEIVED STATE HWY ENGR FEB 24 '84 REFER TO Potter FOR <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: 8px;">Info</td> <td style="font-size: 8px;">Inves</td> <td style="font-size: 8px;">R/D</td> <td style="font-size: 8px;">D/R</td> <td style="font-size: 8px;">Spec</td> <td style="font-size: 8px;">Plan</td> <td style="font-size: 8px;">File</td> </tr> <tr> <td style="height: 20px;"></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> Only to 2/24			Info	Inves	R/D	D/R	Spec	Plan	File							
Info	Inves	R/D	D/R	Spec	Plan	File										
14. DATE 2/21/84	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator														

January 30, 1984

Mountain Road Construction
P.O. Box G
Riddle, OR 97469

CON 5

Time Extension Request
Spray Slide Correction
Contract No. 9658
FAP No. F-6(7)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 20 calendar days is granted due to the additional quantity of stone embankment work performed.

The adjusted contract time of completion of this project is 110 calendar days. There remain 35 calendar days of liquidated damages on this contract.

Should you wish to submit additional data, please contact Project Manager B. D. Johnson.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
R. D. Hector w/att.
B. D. Johnson w/att.
FHWA w/att.
Bob Church



STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: January 19, 1984

SUBJECT: Time Extension Request
Spray Slide Correction
John Day Highway
Contract No. 9658

___ CE ___	RECEIVED	___ OV ___
___ CAF ___		___ CA ___
___ POE ___	JAN 23 1984	___ IC ___
___ OCS ___		___ TC ___
___ SCS ___	CONSTRUCTION SECTION	___ FE ___
___ EEO ___		___ CP ___

The subject project was awarded to Mountain Road Construction June 3, 1983 with 90 calendar days to complete. Work was completed on November 13 at which time the contractor had incurred 55 days of liquidated damages.

After the work began, the Geotechnical Engineer requested that we extend the rock dike on the project, which in turn increased the stone embankment quantities about 64%.

The contractor has requested an increase of 20 days because of the increased stone embankment quantities and has provided some support data to justify his request.

We believe the contractor's calculations to be reasonable and recommend the additional 20 calendar days be granted.

William G. Anhorn
Assistant Region Engineer

WGA/lm

1-23-84

Attachments

W.B. Schwartz -

cc: B. D. Johnson

I concur with Region and Project Manager and
recommend a 20 calendar day time extension.

FIELD ENGINEER'S WEEKLY REPORT

SECTION

WEEK ENDING

SECTION PREFIX

HIGHWAY

COUNTY

NAME OF JOB

KIND OF WORK

CONTRACTOR

CONTRACT NUMBER

FEDERAL AID PROJECT NUMBER

DATE OF CONTRACT

DATE WORK STARTED

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK

SPECIFIED WORK DAYS

WORK DAYS USED

MEM

0

SUPERVISION

0

SPECIFIED CALENDAR DAYS

90

CALENDAR DAYS USED

PROJECT AUTHORIZATION

116,499.63

ENGINEERING AUTHORIZATION

9,233.89

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

EXCLUSIVE OF ENGINEERING

107,215.74

ENGINEERING COST TO DATE

20.026.30

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING

107,215.74

PERCENT OF
AUTHORIZATION

217. *

DATE PROJECT WAS COMPLETED:

Nov. 13, 1983

ESTIMATED PERCENT

**OVERAUM
UNDERRUN**

7 / 20.9.

ESTIMATED PERCENT COMPLETE (ROADWORK)

ESTIMATED PERCENT COMPLETE (STRUCTURES)

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
--	---------	-------------------	-------------	----------------

_____ CF **K** RECEIVED _____ OM
 _____ CAS _____ CA
 _____ FOR  _____ LS
 _____ GPO _____ TC
 _____ SCS _____ FE
 _____ EGO _____ CP
 _____ CONSTRUCTION _____
 _____ SECTION _____

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	
MONDAY 5	
TUESDAY 6	
WEDNESDAY 7	
THURSDAY 8	
FRIDAY 9	
SATURDAY 10	

REMARKS

Project completed Nov. 13, 1983.
 Third notification submitted Dec. 8, 1983.
 Semi-final should be submitted by 12/17/83.

SIGNED *Bobby D. Johnson* LOCATION Pendelton
 for Bobby D. Johnson, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

DATE: December 8, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Spray Slide Correction Section
John Day Highway, Wheeler County
Contract No. 9658

This federal-aid slide correction project is essentially complete and it now appears that the final cost will exceed the project authorization by \$24,500 or 21 percent.

The main cause of the overrun is the application of additional stone embankment material. This was found to be necessary to accomplish the design purpose of the project and added approximately \$20,700 to the cost of the project.

Additional quantity of guardrail was used to extend the rail into a cut slope for increased traffic safety. This added \$2,750 to the project cost.

The construction engineering also overran quite severely because the contractor was very late in completing the project.

There are sufficient funds in the category of work and all the increase, except \$1,860, is eligible for federal participation.

I recommend that the authorization be increased by \$24,500 to a new total of \$140,949.63. This matter will be on the consent calendar for the December 20 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
R. D. Hector
George Bell

rll		U. S. DEPARTMENT OF TRANSPORT. ON FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. F-6(7)															
LETTER OF APPROVAL AND/OR AUTHORIZATION				2. STATE PROJECT NO. See Below															
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		4. PROGRAM NO.		2A. COUNTY NAME Wheeler															
		5. ITEM NO. 20148																	
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon		PROGRAM SECTION MANAGER _____ PROJECT UNIT _____ DEC 18 1983 MAN. ASSIST. _____ PROGRAM UNIT _____ REFER TO _____ FOR _____																	
7. DATE AUTHORIZATION EFFECTIVE 5/17/83		8. FEDERAL ROUTE NUMBER Primary 6		9. STATE ROUTE NUMBER Primary 5															
10. GENERAL LOCATION: Spray Slide Correction																			
11. GENERAL DESCRIPTION OF WORK Program change and utility adjustment																			
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW																			
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS																			
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS																			
☐ ACQUISITION OF RIGHT-OF-WAY ☒ OTHER (Specify) See Below																			
RECEIVED STATE HWY ENGR DEC 12 '83 REFER TO FOR <table border="1" style="display: inline-table; vertical-align: top;"> <tr> <td>Info</td> <td>Inv</td> <td>R/W</td> <td>D/R</td> <td>Sign</td> <td>Act</td> <td>File</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						Info	Inv	R/W	D/R	Sign	Act	File							
Info	Inv	R/W	D/R	Sign	Act	File													
13. REMARKS As requested by Mr. Cartwright's letter of 5/17/83 this will confirm the advance approval date of 5/17/83 for a program change adding to the character of proposed work "Utility Adjustment". Also, as requested by Mr. Potter's letter of 12/2/83 this will confirm the advance approval date of 5/17/83 to proceed with the actual adjustments for Columbia Power Cooperative Assn's aerial power line relocation on an actual cost basis estimated to be \$5,116.86 Federal Funds \$4,510.51. I approve the Agreement with Columbia Power Cooperative Assn. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.																			
14. DATE 12/6/83		15. SIGNATURE OF APPROVING OFFICIAL <i>G. K. Hassner</i>		16. TITLE for Division Administrator															



STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6386 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 5, 1983

FROM: *Don O. Christensen*
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Spray Slide Correction Section
John Day Highway, Wheeler County
Contract No. 9658

This federal aid slide correction project is essentially complete and it now appears that the final cost will exceed the project authorization by \$24,500.00 or 21.0 percent.

The main cause of the overrun is the application of additional stone embankment material. This was found to be necessary to accomplish the design purpose of the project and added approximately \$20,700 to the cost of the project.

Additional quantity of guardrail was used to extend the rail into a cut slope for increased traffic safety. This added \$2,750 to the project cost.

The construction engineering also overran quite severely because the contractor was very late in completing the project.

There are sufficient funds available in the category of work and all the increase, except \$1,860, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$24,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
Bobby Johnson
R. D. Church
D. E. Swan

COM/MEM/8

OK
[Signature]

RECEIVED STATE HWY ENGR						
DEC 7 '83						
REFER TO						
FOR						
Info	Inv.	P/D	D.R.	Spec	Est	Proj

December 2, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
LARRY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line Relocation
Columbia Power Cooperative Association
Spray Slide Coorection Section
John Day Highway
Wheeler County
Project No. F-6(7)

RECEIVED TECHNICAL SERVICES						
DEC 5 '83						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of a final audited billing of cost to adjust Columbia Power Cooperative Association's facilities dated June 14, 1983, and a sketch showing their relocation.

A certification prepared by Harlin Gerlach as to the Association's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Association was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Association's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 17, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is \$5,116.86.

JMC/GAP/11r

Enclosure

cc: E. S. Hunter
D. E. Swan
Jack M. Cartwright
Harlin Gerlach
Gene Hickam



STATE OF OREGON

Highway Construction

378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: September 2, 1983

FROM: *O. B. Jackmond*
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Stanton Park-Canyonville Section
Tiller-Trail Highway, Douglas County
Contract No. 9558

RECEIVED 1983 STATE HWY ENGR						
SEP 7 '83						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

This State-financed bikeway project is essentially complete and it is now apparent that the final cost will exceed the project authorization by \$31,000.00 or 21.5 percent.

Construction of the project to the typical section of the contract plans required the addition of more width than was anticipated in setting up the contract bid quantities, resulting in the use of additional amounts of embankment, aggregate and paving items. Ten extra road approaches were also required to complete the project satisfactorily. These items added more than \$15,000 to the cost of the project.

Additional flagging costs were incurred due to the work schedule followed by the contractor. This added more than \$7,000 to the cost of the project.

The balance of the overrun is primarily construction engineering costs, some of which were incurred in handling adjustments of the preliminary design in order to make the project fit the field conditions. Further engineering overrun was due to the failure of the contractor to complete the project within the allotted time frame.

There are sufficient funds available. No federal participation is involved.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$31,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Jim Gix
Marty Havig
R. D. Church
D. E. Swan



STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED TECHNICAL SERVICES	AUG 15 '83	REFER TO	FOR	Info
				Invest
				R/D
				D/R
				Sign
				Act



Robert N. Bothman
August 12, 1983
Page 2

The slide occurred in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

PROJECT HISTORY - SLIDES

- SECTION Spray Slide
HIGHWAY John Day
COUNTY Wheeler
1. OCCURRENCE: DATE Winter 81-82
 2. PROSPECTUS: DATE Blank RECEIVED Unknown LOC. APPROVED 8-12-82
 3. O.T.C. APPROVED: 7-14-82
 4. PE PROGRAMMED: DATE 9-20-82 AUTH. 9-27-82
 5. ROW NEED NOTED: 9-9-82
 6. REQUESTED BY ROW SECTION: 1-6-83
 7. ROW PROGRAMMED: DATE 1-11-83 AUTH. 1-18-83
 8. PS&E: REQUESTED 5-2-83 APPROVED: 5-4-83
 9. LETTING DATE: 5-26-83
 10. ROW EXCEPTION REQUESTED @ PS&E: YES NO x

AK

July 1, 1933

Mountain Road Construction
P. O. Box G
Riddle, OR 97469

CON 5
#9658

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9658 for the Spray Slide Correction
Project on the John Day Highway in Wheeler County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Tromp & McKinley Insurance Co.
P. O. Box 1357
Eugene, OR 97401

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
Dale Allen
Bobby Johnson



MOUNTAIN ROAD CONSTRUCTION

P.O. BOX 6 RIDDLE, OREGON 97469 (503) 863-6823

May 27, 1983

Mr. Robert Gormsan
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Re: Spray Slide Correction Section #9658
John Day Highway
Wheeler County

Dear Mr. Gormsan:

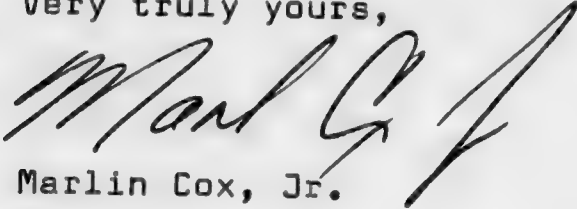
We intend to meet the MBE goals on Spray Slide Correction Section with a contract with J & J Fencing, Inc., 694 N. 34th Street, Springfield, Oregon 97477, who will perform the following work:

<u>Item No.</u>	<u>Item</u>	<u>Total</u>
2	Temporary Protection and Direction of Traffic	\$ 2,500.00
3	Temporary Signs	565.00
4	Temporary Barricades	250.00
5	Flagmen	3,600.00
11	Guard Rail, Type 2A	4,400.00
12	Guard Rail Anchors, Type 1	450.00
13	Rail End Pieces, Type C	225.00
14	Type 1 Fence	1,625.00
	TOTAL	<u>\$13,615.00</u>

Mr. Robert Gormsan
May 27, 1983
Page 2

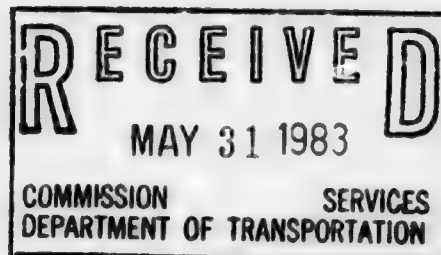
This letter is intended to satisfy the documentation of MBE participation as outlined in the Supplemental Required Contract Provisions (MBE) of the contract proposal. If this is not satisfactory, please notify us immediately so that we can fulfill these requirements in the allotted time.

Very truly yours,



Marlin Cox, Jr.

MC:cj
cc: J & J Fencing, Inc.





STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILES

DATE: May 26, 1983

FROM: Gary A. Potter, Manager *GAP*
Program Section

SUBJECT: Visit from Bud Cox
Mountain Road Construction
Spray Slide Correction

Mr. Bud Cox, Mountain Road Construction, visited my office this date after proposals were opened on the subject job and stated he was very concerned about his Company's bid. He said he made the proposal for the Company, was out late last night moving equipment, and simply forgot to add in risk, profit and overhead on the job early this morning.

I told him that the bid did not look far out of line (he was \$99,875.00 and 2nd low was \$116,136.25). He said that was true, but that he was afraid of what his Company would think of him for this mistake.

He asked if he could submit information, and I explained to him Section 102.18 regarding patent errors. I also told him we couldn't adjust bids. He said he would go back to his Company, discuss it, let me know how they would proceed, and get back to me. I told him if they submitted information, it should be in here by 8:00 a.m. tomorrow. He said he would. He said it was his first bid with the State and he felt terrible that a mistake was made.

GAP:pf

cc: Robert N. Bothman
E. S. Hunter
Jack Sollis
✓ Bob Gormsen

May 17, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: Glenn K. Hossner
Field Operations Engineer

FROM: *Jack M. Cartwright*
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Relocation
Columbia Power Cooperative Assoc.
Spray Slide Correction Section
John Day Highway
Wheeler County
Project No. F-6(7)

RECEIVED TECHNICAL SERVICES						
MAY 18 '83						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Dear Mr. Hossner:

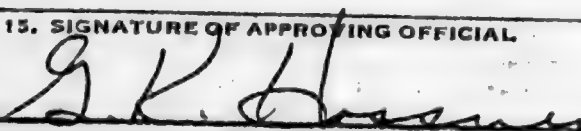
Confirmation of your verbal authorization for a minor program change, adding actual utility adjustment to the character of the proposed work and for Columbia Power Cooperative Association to proceed with the relocation of their aerial power line facilities in conflict with this project as of May 17, 1983 is requested. An estimate of cost has been received from the Association in the amount of \$5,482. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
May 17, 1983 is approved

G. K. Hossner
Glen K. Hossner, Field Operations Engineer

JMC/11r

cc: E. S. Hunter R. D. Hector Pete Gonzalez
D. E. Swan Harlin Gerlach

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. F-6(7)	
LETTER OF APPROVAL AND/OR AUTHORIZATION			
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		4. PROGRAM NO.	2. STATE PROJECT NO. See below
		5. ITEM NO. 20148	2A. COUNTY NAME Wheeler
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon			
7. DATE AUTHORIZATION EFFECTIVE 5/4/83		8. FEDERAL ROUTE NUMBER Primary 6	9. STATE ROUTE NUMBER Primary 5
10. GENERAL LOCATION: Spray Slide Correction			
11. GENERAL DESCRIPTION OF WORK Slide correction (grade, drain, and pave)			
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW			
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY		☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Temporary Erosion Control \$2,500	
13. REMARKS After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate. Mr. Potter's 5/2/83 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved for a total estimated cost of \$203,861 Federal Funds \$179,703. A signed copy of the Title Sheet is returned herewith.			
14. DATE 5/4/83		15. SIGNATURE OF APPROVING OFFICIAL 	
		16. TITLE for Division Administrator	

RECEIVED
 STATE HWY ENGR

 MAY 17 '83

 REFER TO
 Potter
 FOR

Info	Inv	R/D	D/R	Sig	Act	File



U.S. Department
of Transportation

Federal Highway
Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject Oregon Project F-6(6) Spray Slide Correction
John Day Highway - Wheeler County
File-49258 BLM Ref: OR 16190

Date April 25, 1983

From Division Administrator

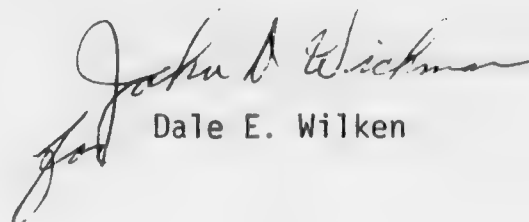
Reply to
Attn of HRW-OR

To
Mr. H. Scott Coulter
State Highway Engineer
Oregon State Highway Division

Attached is an executed Highway Easement Deed for the transfer of the public land required for right-of-way on the subject project. Please provide the BLM District Office with a conformed copy of the deed after recording.

Attachment
Easement Deed

CC:
OSHD (Adele Egan)


Dale E. Wilken

RECEIVED STATE HWY ENGR						
APR 26 '83						
REFER TO <i>Bond</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					<i>Y</i>	



Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

DATE: April 5, 1983
TO: Executive Department
Federal-Aid Coordination Unit
FROM: D. E. Swan, P.E.
Program Control Engineer
SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following:

<u>Item No.</u>	<u>Project No.</u>	<u>Section Name & PNRS No.</u>
20148	F-6(7)	Spray Slide Correction No. OR 820816-024-2

JLG:1b

Att.

cc Dale E. Wilken
General Files

7154
Adele L. Egan, Supervisor
Right of Way Office Unit

5
February 23, 1983

Letters of Consent from BLM
Beede Reservoir-Drinkwater Pass Section
Spray Slide Section

I have reviewed the conditions and stipulations in Letters of Consent from the Bureau of Land Management for Beede Reservoir-Drinkwater Pass Section and Spray Slide Section. In general, we have no problem with this. The PLM makes a big deal out of their fence specification and their standard drawings for fence. That's alright, but it is different than ours. I think that ours is better but I doubt if they would agree. Thus far, we have already constructed our standard fence on the Beede Reservoir job and we will not be changing it. If we want to use their standards on the Spray job, or any other job, you should get that information to Road Design prior to advertisement date so that they can get it into the plans. The FHWA may or may not agree with BLM fence standards. Mr. Versteeg and Mr. Sullivan may wish to take up that subject.

? 1 ✓
2
3 2Hm 25
RECEIVED

RO. D. DESIGN

R. D. Hector
Region Engineer

RDH/vt/
cc: H. Versteeg
J. Sullivan

REFERRED TO

.....Watson.....Mann.....
.....Cole.....Stoudenmeyer.....
.....Eriksen.....King.....
Beard.....Dorn.....Leu.....
Return Discuss Do File Due.....
By FINAL DESIGN ENGINEER



U.S. Department
of Transportation
**Federal Highway
Administration**

8

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-6(6) Spray Slide Correction
John Day Highway, Wheeler County
File: 49258, OR 16190

Date: January 28, 1983

From: Division Administrator

Reply to
Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

NOTED
E. S. HUNTER

Attached is a copy of a "Letter of Consent" from the Bureau of Land Management (BLM), Prineville District Manager, Gerald E. Magnuson, stating the conditions under which BLM is in agreement with the appropriation of certain Federal lands as required for the subject project. Highway easement deeds should be prepared in accordance with the procedures which were transmitted to you by our memorandum dated December 8, 1982 and submitted to this office for execution by our Regional Counsel.

John D. Wickham
for Dale E. Wilken

Attachment
cy Ltr G E Magnuson to D E Wilken (1-24-83)

cc:
OSHD (J. B. Boyd, R/W)
OSHD (Adele Egan, R/W)

RECEIVED STATE HWY ENGR							
JAN 31 '83							
REFER TO <i>Hunter</i>							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	

cf-
2-3-83

RECEIVED TECHNICAL SERVICES							
FEB 2 '83							
REFER TO <i>Christy</i>							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	



United States Department of the Interior

IN REPLY REFER TO

OR 16190

BUREAU OF LAND MANAGEMENT
District Office
P.O. Box 550
Prineville, Oregon 97754

January 24, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97310

Dear Mr. Wilken:

A request has been received for the appropriation of public lands of the United States within the State of Oregon for the purpose of issuing a right-of-way use document to the Oregon Department of Transportation for the reconstruction of the Spray-Kimberly Section of the John Day Highway (State Highway 207), pursuant to U.S.C. Title 23: Highways, Section 317 and Section 107(d).

The area requested lies in SW $\frac{1}{4}$ SE $\frac{1}{4}$, Section 31, T. 8S., R. 25E. Willamette Meridian, Lots 3, 4, Section 6, T. 9S., R. 25E. Willamette Meridian, as outlined in green on the map titled "Oregon State Highway Department filing map for the Spray-Kimberly Section of the John Day Highway" (Map 1R-4-620), approved by E.S. Hunter, Deputy State Highway Engineer.

In accordance with the provisions of the interagency agreement between the Bureau of Land Management (BLM) and the Federal Highway Administration (FHWA), the BLM agrees to the appropriation and transfer of the above described lands for the foregoing purpose subject to the following conditions, stipulations for which must be included in the right-of-way use document issued to the Oregon Department of Transportation, agreed upon by the State, and enforced by the FHWA:

1. If outstanding valid claims exist on the date of this use authorization, the State agency shall obtain such permission as may be necessary on account of any such claims.

2. The use right herein authorized shall terminate 10 years, or sooner if agreed upon, from the date of execution of the transfer document by FHWA to the State in the event construction of a highway or use of the material site has not been initiated during such period.

RECEIVED
JAN 28 1983
OREGON DIVISION

TO: Dale E. Wilken

OR 16190
January 24, 1983

3. The use right herein authorized is limited to the described right-of-way and the space above and below for highway purposes and does not include any use rights for non-highway purposes.

4. Retention of rights by BLM to use, or authorized use on, any portion of the right-of-way for non-highway purposes provided such use would not interfere with the free flow of traffic, impair the full use and safety of the highway, or be inconsistent with the provisions of Title 23 of the United States code and the FHWA regulations pursuant thereto, and the FHWA and the State agency concerned shall be consulted prior to exercising such rights.

5. Location by BLM of any Bureau information signs on the portions of the right-of-way outside of construction clearing limits except that such signs shall not be located on the right-of-way of an Interstate System.

6. Consistent with highway safety standards, the State agency shall:

- a. Protect and preserve soil and vegetative cover and scenic and esthetic values on the right-of-way outside of construction limits.
- b. Provide for the prevention and control of soil erosion within the right-of-way and adjacent lands that might be affected by the construction, operation, maintenance of the highway.
- c. Vegetate and keep vegetated with suitable species all earth cut or fill slopes feasible for revegetation or other areas on which ground cover is destroyed where it is deemed necessary prior to completion of the highway and shall maintain terracing, water bars, leadoff ditches, or other preventive works that may be required to accomplish this objective. This provision shall also apply to slopes that are reshaped following slides which occur during or after construction.

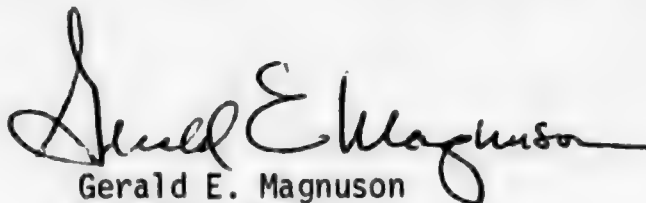
7. No sites for highway-operation and maintenance facilities, camps, supply depots, or disposal areas within the right-of-way may be established without obtaining approval of the BLM authorized officer.

8. Application of chemicals shall be pursuant to the National Environmental Policy Act and shall be approved by FHWA prior to application by the State.

9. The provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 242) shall be complied with.

1-24-83

Date


Gerald E. Magnuson
District Manager

9/658

8

U. S. DEPARTMENT OF TRANSPORT, .ON FEDERAL HIGHWAY ADMINISTRATION			1. FEDERAL-AID PROJECT NO. F-6(6)	
LETTER OF APPROVAL AND/OR AUTHORIZATION			2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		4. PROGRAM NO.	2A. COUNTY NAME Wheeler	
		5. ITEM NO. 20148		
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon				
7. DATE AUTHORIZATION EFFECTIVE 1/18/83		8. FEDERAL ROUTE NUMBER Primary 6		9. STATE ROUTE NUMBER Primary 5
10. GENERAL LOCATION: Spray Slide Correction				
11. GENERAL DESCRIPTION OF WORK Program change - Right of Way				
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW.				
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☒ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Program change See below				
13. REMARKS As requested by Mr. Swan's letter of 1/11/83 I approve the program change adding <u>Right of Way</u> to the character of proposed work. Also, as requested, you are now authorized to proceed with the actual acquisition of file No. 53231 as shown on Right of Way map 9B-14-7 at a TEC of \$2,000 Federal Funds \$1,763. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.				
14. DATE 1/18/83		15. SIGNATURE OF APPROVING OFFICIAL <i>G. K. Hassner</i>		16. TITLE for Division Administrator

RECEIVED
STATE HWY ENGR

JAN 24 '83

REFER TO
Swan
FOR

Info	Inv	R/D	D/R	Sign	Act	File



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: January 11, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Change
Item No. 20148
Project No. F-6(6)
Spray Slide Correction
Wheeler County

I request your approval of a program change on the subject project to include in the character of proposed work, "Right-of-Way Acquisition", at an estimated total cost of \$2,000 with Federal funds of \$1,763.

I further request authorization to proceed with the actual acquisition of the right-of-way as outlined in red on the enclosed sketch map. No relocation assistance is involved.

CL:bks

Enc.

cc: J.B. Boyd
D. Aman
General Files ✓

5

ROAD DESIGN SECTION 378-1356

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

December 22, 1982

J. H. Versteeg
Road Design Engineer

File 53231
Spray Slide Section
John Day Highway
Wheeler County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project, scheduled for May 26, 1983.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

<u>Versteeg</u> ✓	RECEIVED	
<u>Anderson</u>		
<u>Adams</u>		
<u>Olsen</u>		
<u>Sullivan</u>	DEC 28 1982	
<u>Terpin</u>		
<u>Trout</u>	ROAD DESIGN SECTION	
<u>Wakerlig</u>		

Do Not
Return
Bring
Action



STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 11 #48

TO: E. S. Hunter
Assistant State Highway Engineer

FROM: Frank E. Terpin *FET*
Location Engineer

SUBJECT: Spray Slide
John Day Highway
Wheeler County

DATE: December 22, 1982

The estimate for the subject project was originally determined to be \$106,500, and that amount was approved by the Transportation Commission on July 14, 1982.

The location and soils investigation has revealed that the problem is much more extensive than originally anticipated. The current estimate of costs to correct is \$500,000.

The problem has developed since construction of this highway segment in 1977 and 1978. The failure is in a sidehill cut-fill section. Due to the uncertain limits of the failure, a line change to bench the road into the hillside is not considered feasible.

The proposed corrective measure is to stabilize the fill foundation by construction of a counter balance and rock toe for a buttress. The failure and treatment is similar to the "Drinking Fountain Slide" on I-84 east of La Grande near Clover Valley.

Road users are considerably inconvenienced by the rough road condition that now exists.

The activity of the slide requires the maintenance section crew to give extensive attention to maintaining the area.

Cost to benefit ratios from tangible benefits would not be favorable for this project; however, this is a primary highway on both the State and Federal Systems and this section should be maintained to a standard comparable with other sections in the area.

Since this situation is considered intolerable, it is recommended that the project be advanced to contract and the additional funding required be provided.

FET:GCW:ge
cc R. N. Bothman
W. E. Schwartz
R. D. Hector
E. L. Johnsen
D. R. Adams

sent 12-27-82

NOTED
W.E. SCHWARTZ
OK
ESD

RECEIVED STATE HWY ENGR						
DEC 28 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED TECHNICAL SERVICES						
DEC 23 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File



U.S. Department
of Transportation

**Federal Highway
Administration**

8

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-6(-)
Spray Slide Correction - John Day Highway
Wheeler County

Date: September 27, 1982

From: Division Administrator

Reply to
Attn. of: HPD.1-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Attn: Mr. Gary A. Potter, Manager
Environmental Section

The subject project category request submitted with your August 9, 1982 letter has been reviewed.

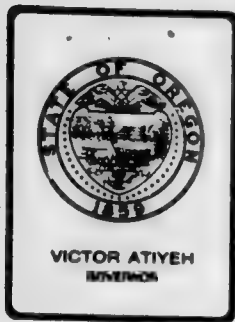
We concur with your finding that the proposed project be classified as Class II, categorical exclusion with the understanding that the repair work will not conflict with the wetlands in the project vicinity.

Richard R. Coulter
for Dale E. Wilken

RECEIVED STATE HWY ENGR						
SEP 29 '82						
REFER TO <i>Lunter</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

10-1-82

RECEIVED TECHNICAL SERVICES						
SEP 30 '82						
REFER TO <i>Potter</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File



Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

8

In Reply Refer to
File No.:

September 20, 1982

PRO 6-5

TO: Executive Department
Federal-Aid Coordination Unit

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following project.

<u>Item No</u>	<u>Project No.</u>	<u>Section Name & PNRS No.</u>
20148	F-6(6)	Spray Slide Correction PNRS #OR 820816-024-2

CL:bks
Enc.

cc: Dale E. Wilken, FHWA
General Files

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301		OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION													
PROJECT LOCATION St. Rt. 19, 2 mi. S.E. of Spray "Spray Slide Correction"	APPN CODE 010	ITEM NO. 20148	PROJECT NO. F-6(6)	ROUTE NO. <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">FED. P</td> <td style="width: 50%; border: none;">STATE</td> </tr> <tr> <td style="border: none; text-align: center;">6</td> <td style="border: none; text-align: center;">5</td> </tr> </table>		FED. P	STATE	6	5						
FED. P	STATE														
6	5														
Access Control <u>Partial</u> Parking Restrictions <u>None</u> System Revision <u>None</u> Airports (within 2 Mi.) <u>None</u> ROW <u>160'</u> min. Water Development <u>None</u> Recreation & Historical Areas <u>None</u> Wheeler (069)															
A-95 Review: State Cl. Ho. Exempt___ Date Approved <u>9-14-82</u> PNRS #OR 820816-024-2 Dist. <u>12</u> Cl. Ho. Exempt___ Date Approved <u>8-19-82</u> No Reply___															
Project Environmental Assessment: FHWA Concurrence Dated _____ 1-EIS _____ 2-Categorical Exclusion <u>X</u> 3-Draft Assessment & FONSI _____															
Notes: (1) Project in Congressional District <u>2</u> . (2) _____															
I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below: <table style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 50%; vertical-align: top;"> <u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u>X</u> Incl. Archeological Salvage <u>X</u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work </td> <td style="width: 50%; vertical-align: top;"> Est. Proj. Cost: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">TEC NTE</td> <td style="width: 40%; text-align: right;">\$ 22,100</td> </tr> <tr> <td>88.18 FF</td> <td style="text-align: right;">\$ 19,487</td> </tr> <tr> <td>STATE</td> <td style="text-align: right;">\$ 2,613</td> </tr> <tr> <td>_____</td> <td style="text-align: right;">\$ _____</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____ </td> </tr> </table>						<u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u>X</u> Incl. Archeological Salvage <u>X</u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work	Est. Proj. Cost: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">TEC NTE</td> <td style="width: 40%; text-align: right;">\$ 22,100</td> </tr> <tr> <td>88.18 FF</td> <td style="text-align: right;">\$ 19,487</td> </tr> <tr> <td>STATE</td> <td style="text-align: right;">\$ 2,613</td> </tr> <tr> <td>_____</td> <td style="text-align: right;">\$ _____</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____	TEC NTE	\$ 22,100	88.18 FF	\$ 19,487	STATE	\$ 2,613	_____	\$ _____
<u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u>X</u> Incl. Archeological Salvage <u>X</u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work	Est. Proj. Cost: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">TEC NTE</td> <td style="width: 40%; text-align: right;">\$ 22,100</td> </tr> <tr> <td>88.18 FF</td> <td style="text-align: right;">\$ 19,487</td> </tr> <tr> <td>STATE</td> <td style="text-align: right;">\$ 2,613</td> </tr> <tr> <td>_____</td> <td style="text-align: right;">\$ _____</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____	TEC NTE	\$ 22,100	88.18 FF	\$ 19,487	STATE	\$ 2,613	_____	\$ _____						
TEC NTE	\$ 22,100														
88.18 FF	\$ 19,487														
STATE	\$ 2,613														
_____	\$ _____														
REMARKS: Attached is a copy of "Authority for Survey" and project maps.															
CL:bks															
DATE 9-20-82	SIGNATURE OF REQUESTING OFFICIAL D.E. SWAN, P.E.		TITLE PROGRAM CONTROL ENGINEER												



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Spray Slide Correction

DATE: September 14, 1982

The State has reviewed your project and reached the following conclusions:

- ☒ No significant conflict with the plans, policies or programs of state government have been identified.
- ☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- ☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.
- ☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: D.E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(5)Engr.: R.D. Hector
Dis.(12)Engr.: H.W. Oswald

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820816-024-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

BEN GIFFORD

8-12-82

RECEIVED STATE HWY ENGR						
SEP 15 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

SEP 08 1982

P N R S S T A T E R E V I E W

RECEIVED

AUG 19 1982

OSDA-DIVISION OF SOIL
AND WATER CONSERVATION

Project #: OR 820816-024-2

Return Date: 9 10 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Wheeler - Dept. of Transportation

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- () It has no adverse effect.
- () We have no comment.
- () Effects, although measurable, would be acceptable.
- () It has adverse effects. (Explain in Remarks Section)
- () We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

This project is located on State Hwy. 19 (not on US 26 as indicated on the application).

All Bare soil areas upon completion shall be seeded to 20 lbs/acre, crested wheatgrass and 5 lbs./acre sweet clover.

Agency Soil & Water

PNRS #2

By Charles V. Liles, Jr.

Phone Number 8-3810



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

SEP 13 1982

PNRS STATE REVIEW

Project #: OR 820816-024-2

Return Date: SEP 10 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☒ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects. (Explain in Remarks Section)
- ☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ☒ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

(SEE ATTACHED SHEET)

Agency Fish & Wildlife

PNRS #2

By Tony Faust

Phone Number 229-5679

Oregon Department of Fish and Wildlife

Response to A-95

PNRS # OR 820816-024-2

The Oregon Department of Fish and Wildlife does not object to the Spray slide project in Wheeler County providing the following stipulations are observed during construction:

1. Equipment operating in the actively flowing stream is confined to the period July 15 to August 31.
2. Adequate measures are taken to minimize turbidities which could result from construction.
3. Silt catch basing and adequate settling ponds established to avoid water quality degradation.
4. Culverts placed to conform with existing stream gradient.
5. Pollutants of any type kept out of the waterway.
6. Disturbed soils are quickly revegetated.
7. All project debris removed from the stream.
8. Please coordinate the planning and implementation of this project with the district biologists.

Please contact:

Errol Claire
ODFW District Biologist
P.O. Box 9
John Day, OR 97845
Phone- 575-1167

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME

Spray Slide Correction

HIGHWAY NAME

John Day

HIGHWAY NUMBER

5

REGION

5

ADMINISTRATIVE DISTRICT

12

COUNTY

Wheeler

CITY

-

LENGTH

0.1

MILEPOST NUMBER

94.5 TO

☒ RURAL

☐ URBAN

LOCAL GOVERNMENT PROJECT?

☐ YES

☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS

☐ FAI

☐ FAP

☐ FAS

☒ STATE

☐ FAUS

☐ OTHER

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☒ GRADING

☒ PAVING

☐ STRUCTURE

☐ SIGN

☐ SIGNAL

☐ ILLUMINATION

☐ ROADSIDE
IMPROVEMENT

☐ OTHER

PROJECT DESCRIPTION

An old slide area that was not corrected during reconstruction is now moving again. The roadway surface area has fallen about six feet. A contract should be let to construct a counter balance. A short piece of roadway will be reconstructed. The area will be evaluated this summer, a counter balance designed this winter and a contract let in the spring of 1983.

1
2
3
4
RECEIVED
ROAD DESIGN
SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

340 - 1980

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
	☒	☐	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

55

DESIGN STANDARDS

AASHTO Min.

TRAFFIC ANALYSIS

☒ LIGHT

☐ MEDIUM

☐ HEAVY

REFERRED TO

Board _____ Stoudenmeyer _____
Cole _____ Mann _____
Erikson _____ Watson _____
Hagler _____ Dorn _____ Lev _____
Return Discuss Do File Due _____
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Teepin
Location Engineer
Date 8/13/82

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	same
SHOULDERS	2 - 4'	same
MEDIANS	N/A	—
PARKING LANES	N/A	—
SIDEWALKS	N/A	—
BIKEWAYS	N/A	—
INTERCHANGES	N/A	—
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☒	☐	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☐	☒	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream _____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☐	☒	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☒	☐	☐
Material Source	☐	☐	☒
Utilities	☐	☒	☐

Type _____

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	APPLICANT	TO BE PERFORMED BY STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	-
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	-
CORRIDOR APPROVAL	()	-
FIELD SURVEY	(5 months)	1
PRELIMINARY DESIGN	()	-
DESIGN APPROVAL/FINAL EIS	()	-
RIGHT-OF-WAY DESCRIPTIONS	()	1
RIGHT-OF-WAY ACQUISITION	()	4
P.S. & E. DOCUMENTS	()	3

RECOMMENDED CONSTRUCTION DATE

April 1983
(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

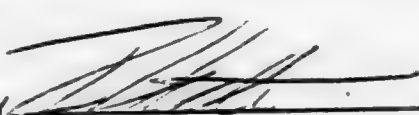
ITEM	NEW WORK	OVER EXISTING
See attached typical section from Spray-Kimberly 1977 construction.		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000	22,100
RIGHT OF WAY	1,500	1,500
TRAFFIC CONTROL	-	
ILLUMINATION	-	
STRUCTURES	-	
RAILROAD	-	
ROADWAY	90,000	90,000
OTHER	-	
ENGINEERING & CONTINGENCIES	10,000	10,000
PROJECT TOTAL	\$116,500	123,600

SUBMITTED BY 

Overall Length of Proj

STATE OF OREGON
STATE HIGHWAY DIVISION

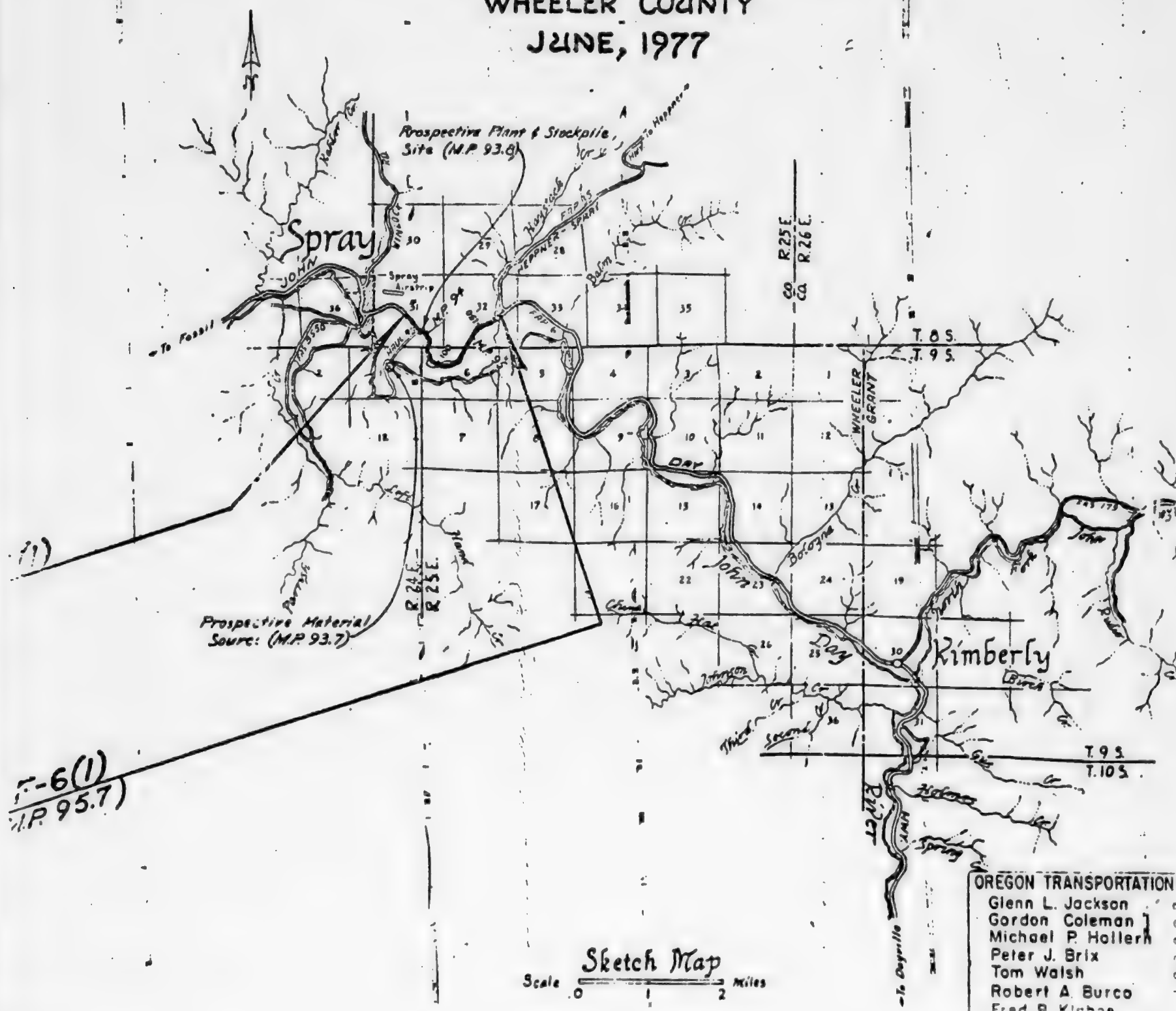
PLANS FOR PROPOSED PROJECT
GRADING, PAVING & STRUCTURE
M.P. 93.3 ~ M.P. 95.7 UNIT

SPRAY ~ KIMBERLY SECTION

JOHN DAY HIGHWAY

WHEELER COUNTY

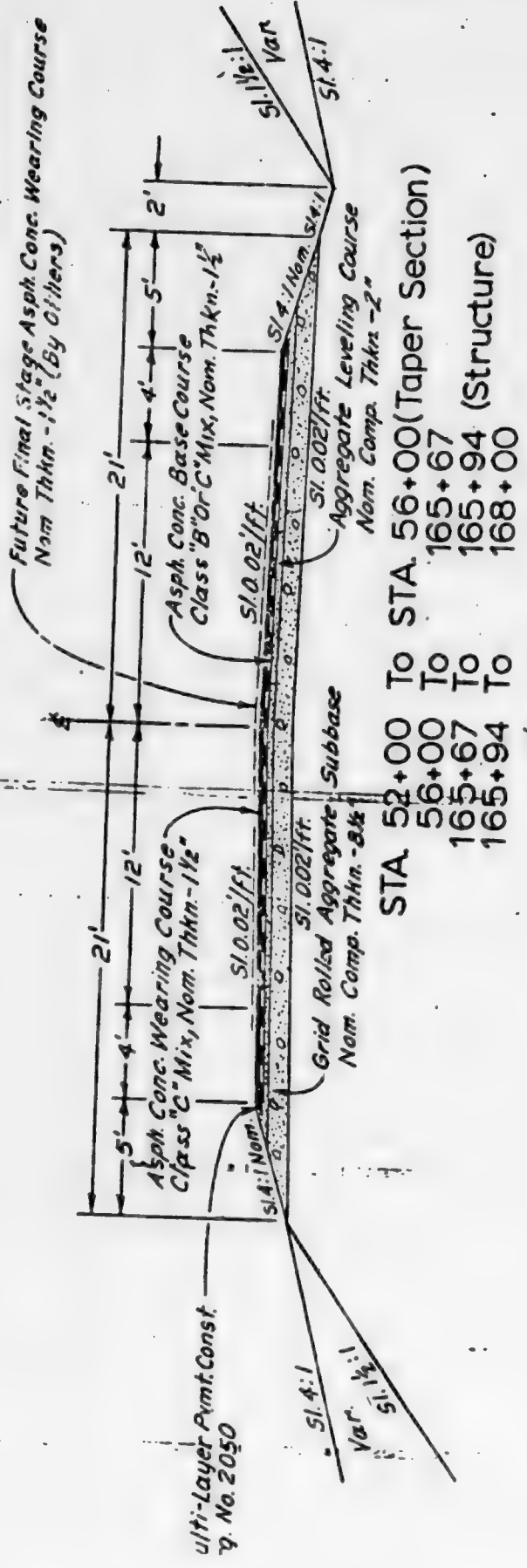
JUNE, 1977



13V-196

MP 93.3-MP 95.7 UNIT				
SPRAY~KIMBERLY SECTION				
JOHN DAY HIGHWAY				
WHEELER COUNTY				
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.
10	OREGON	F-6 (I)		2
				TOTAL SHEETS
				See Index

TYPICAL SECTIONS





1656

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

August 12, 1982

TO: Executive Department
Federal Aid Coordination Unit

East Central Oregon Association
of Counties
ATTN: Melinda Barnhart
P.O. Box 1207
Pendleton, Oregon 97801

FROM: 
D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: Spray Slide Correction
Highway: John Day Highway US-26
County: Wheeler

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 15, 1982.

BLG:bke

Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter

W.J. Hart
Reg. 5 Engr.: R.D. Hector
Dis. 12 Engr.: H.W. Oswald
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED STATE HWY ENGR						
AUG 16 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only		1-B) PNRS #		Page One	
02	12] APPLICANT	[45] Department of Transportation		[46] DIVISION	[79] Highway
03	12] APPLICANT ADDRESS	[45] STREET Transportation Building		[46] CITY	[60] [76] ZIP 97310
04	12] CONTACT PERSON	[45] D.E. Swan		[46] AREA CODE	[48] [49] PHONE 378
01	12] PROJECT TITLE	[56] EXTENSION 6565			
11	12] PROJECT LOCATION—CITY	[45] John Day Highway US-26		PROJECT LOCATION—COUNTY	[79] Wheeler
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)				
06	The roadway surface, 0.10 of a mile in length, has subsided about six feet.				
07	The proposed project involves the utilization of 10,000 to 20,000 cubic				
08	yards to fill as a counter balance. The affected portion of roadway would				
09	then be reconstructed.				
10					
12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER
	12] (A) Grant [19]	20] (B) Other [27]	28] (C) State [35]	36] (D) Local [43]	44] (E) FUNDS [51]
	102,250	---	13,750	---	---
13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B)		[45] [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)		
14	12] FEDERAL PROGRAM TITLE Title 23 USC Highways				
15	12] FEDERAL AGENCY NAME		[45] [46] FEDERAL SUB-AGENCY NAME		
17	U. S. Department of Transportation FHWA				
(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)					
STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20					
(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)					
NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28					
(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: Aug. 12, 1982			Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36
(G) ESTIMATED APPLICATION FILING DATE:			41] MONTH	42] [43] DAY	44] [45] YEAR
			Sept.	15	1982

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance?

No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals?

No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans?

No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction?

No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction?

No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified?

No ☐ Yes ☒ Date: Aug. 12, 1982

VI. If project includes state funds (12C), identify agency

Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM

BUDGETED ☐

NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH

OTHER FUND CASH

IN KIND

\$ _____

\$ _____

\$ _____

(c) FUNDING METHOD

FEDERAL SHARE

STATE SHARE

TOTAL

First Year % _____ \$ _____ % _____ \$ _____ % _____ \$ _____

Second Year % _____ \$ _____ % _____ \$ _____ % _____ \$ _____

Third Year % _____ \$ _____ % _____ \$ _____ % _____ \$ _____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion
according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

F-6 (-)

A. Project Identification:

Date	August 9, 1982		
Section	Spray Slide Correction	City	Hwy. No. 5
Highway	John Day	Begin M.P.	94.5 Length
County	Wheeler	Program Estimate	\$116,000
Region	5	Funding Source	

B. Purpose, Need, and Description of Project (Describe Alternatives):

An old slide area that was not corrected during reconstruction of Spray-Kimberly Section is moving again. The roadway surface, 0.10 of a mile in length, has subsided about six feet. The proposed project involves the utilization of 10,000 to 20,000 cubic yards of fill as a counter balance. The affected portion of roadway would then be reconstructed.

C. Recommended Project Classification:

Project Class	Documentation	Other Documentation
☐ I	Draft and Final EIS	☐ Wetlands Finding/Analysis
☒ II	Categorical Exclusion	☐ Endangered Species List
☐ III	Environmental Assessment	☐ Biologic Assessment
		☐ Cultural Resources Survey
		☐ Section 106 Procedures
		☐ Section 4(f) Evaluation
		☐ Noise Study Report
		☐ Indirect Source Construction Permit

Basis for Recommended Classification:

The proposed project is a safety project (slide correction) and will require 4 to 5 acres of right-of-way acquisition. Minor agricultural taking is possible. No other adverse impacts on the natural or human environment are anticipated. Recommended project classification is Project Class II (Categorical Exclusion).

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Gravel	Gravel
Average Daily Traffic (Volume and Year)	340 ADT	340 ADT
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	35 mph	35 mph

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	<u>4 - 5</u>
Estimated Number of Parcels	<u>1</u>
Residential Displacements (No.)	<u>0</u>
Business Displacements (No.)	<u>0</u>

Describe:

The 4-5 acres of acquisition will be from an area of unused, poorly drained land in an abandoned channel of the John Day River. A minor piece of agricultural land (alfalfa) could possibly be affected.

2. Estimated Impact on Land Use:

None. If the adjacent alfalfa field were affected, any taking would be minor and would not adversely affect the remaining parcel.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Safety will be improved.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

The poorly drained land does not contain standing water, but is still too wet for agricultural production. Vegetation associated with wetlands is not present.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number: John Preston (963-3177)

(Attach Project Location Map)

(3-25-82)

Overall Length of Project

STATE OF OREGON
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT
GRADING, PAVING & STRUCTURE

~~M.P. 93.3 - M.P. 95.7~~ UNIT

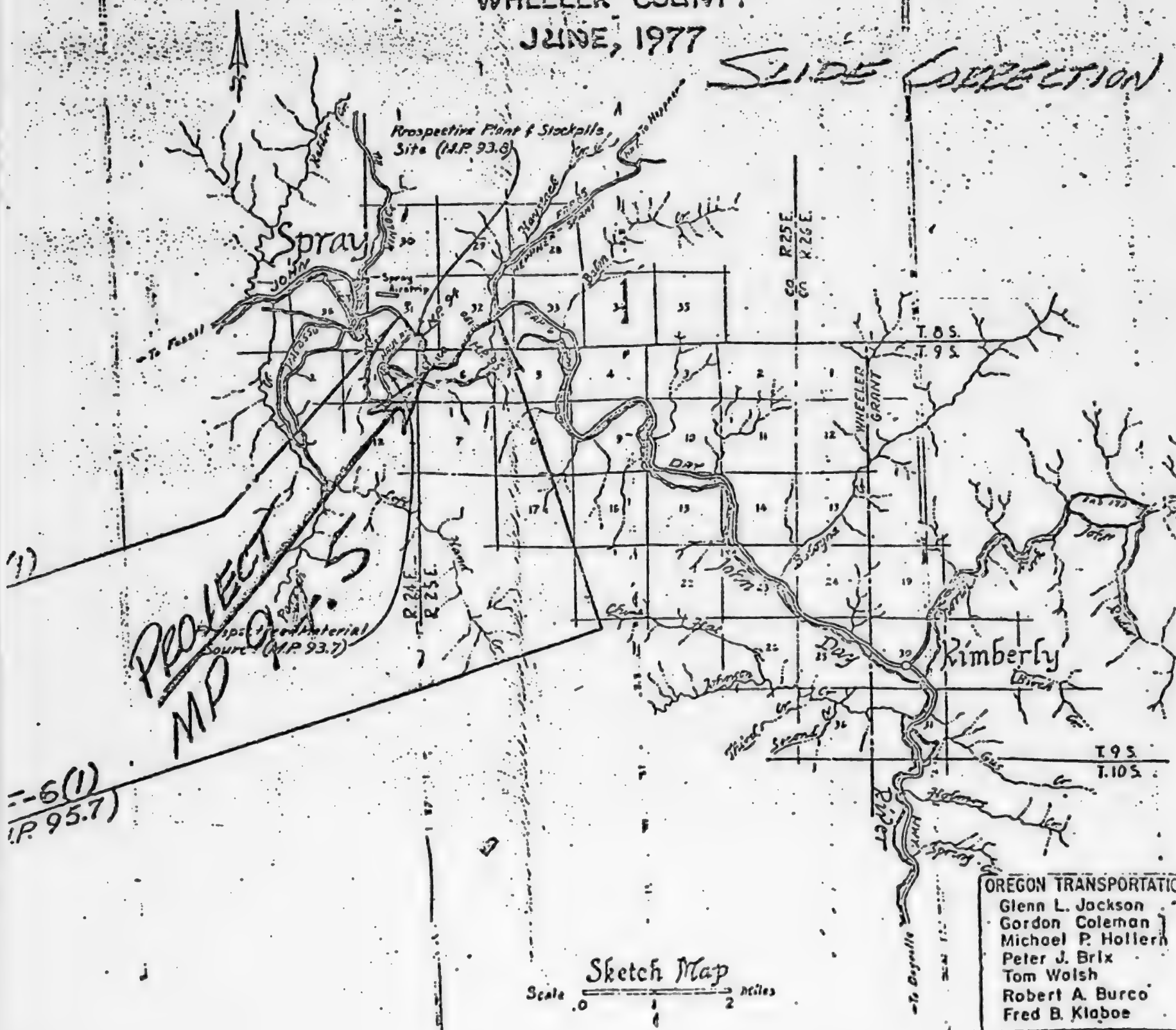
SPRAY - KIMBERLY SECTION

JOHN DAY HIGHWAY

WHEELER COUNTY

JUNE, 1977

Slide Collection



Date: June 29, 1982
To: Oregon Transportation Commission

PRO

From: H.S. Coulter, P.E.
State Highway Engineer
Subject: Finance Approval
Wheeler County Slide Project

On the consent calendar for the July 14 meeting will be a request to add a slide correction project to our construction program.

The proposed project is about 2 miles southeast of Spray on the John Day Highway in Wheeler County.

The estimated \$106,500 cost of the project would be financed with Federal-Aid Primary funds, including \$12,600 state match. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

KO:bkc

bc: Fred Miller	J.H. Versteeg
R.W. Gormsen	Frank Terpin
R.N. Bothman	V.E. Skoog
W.E. Schwartz	George Bell
E.S. Hunter	
D.H. Moehring	

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION:

Date: 5/27/82

Proposed Section: Spray Slide Correction

Region: 5

Highway: John Day

St. Hwy. No. 94.5 M.P. to M.P. Length: 0.10

County(s): Wheeler

(Attach Sketch Map)

Recommended Construction Date: April 1983

Proposed 6 YP no

Method of Doing Work: Contract X

St. Force

Other

B. FINANCING

Section

Year

Funds Available

Postpone ☐

Cancel ☐

Current 6 YP

Recommend

Current 6 YP

Recommend

If not one of the above - Recommended Financing:

FAI ☐

FAP ☒

FAS ☐

ST. CONST ☒

OTHER ☐

C. ROADWAY & TRAFFIC

Width

Structures

Extg. Traffic (Year

) Proj. Traffic (Year

No. Lanes

Pvmt.

Shldr.

Walks

No.

Tot. Lng.

ADT

Service Level

ADT

Service Level

Existing Facility:

2

32'

-

-

340

A

Proposed Facility:

D. DEFINE THE PROBLEM: An old slide area that was not corrected during reconstruction of this section is now moving again. The roadway surface area has fallen about six feet.

E. PROPOSED SOLUTION: A contract should be let to construct a 10,000 to 20,000 cubic yard counter balance. A short piece of roadway will be reconstructed.

F. REASON FOR REQUEST AT THIS TIME: This slide should be evaluated this spring and summer. The counter balance should be designed this winter and constructed in the spring of 1983.

G. COST ESTIMATE

Roadway Work

\$ 90,000

R/W (Approx: No. of Parcels 1, Acres 3, Any Reloc. no).

1,500

Structures

0

Other (Define)

0

Preliminary Engineering (By Whom) State

15,000

TOTAL

\$ 106,500

H. REQUESTED BY:

Region Engineer or Section Head

Approval/Disapproval

6/8/82

State Highway Engineer

Date

Remarks & Action Taken:

Approval/Disapproval

Asst. Director for Operations

Date

Oregon Transportation Commission

Approval Date

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

- D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.
- E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.
- F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.
- G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.
- H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:



7654
STATE OF OREGON

INTEROFFICE MEMO

TO: Dave Moehring, Asst. State Highway Engineer DATE: May 27, 1982
Project Management Section

SUBJECT: Spray Slide Correction M.P. 94.5
John Day Highway, No. 5
Wheeler County

Enclosed are the programming data for the proposed subject project for your processing. The following is an estimate for Region cost:

Location Field Engineering	901	\$4,000
Geology	910	5,000
Traffic	911	200
R/W	913	500
Utilities	914	500

R. D. Hector
Region Engineer

RDH/vt
Enc.
cc: Phil Lewellyn - Location Section

RECEIVED STATE HWY ENGR						
JUN 7 '82						
REFER TO <i>Moehring</i> FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					☒	

Orig to
6-8-82

PROGRAM MANAGEMENT SECTION
DES
MHO
MHO
JUN 8 1982

REFERRED TO
FOR
FILE

OREGON STATE HIGHWAY DIVISIC PROJECT REQUEST

A. IDENTIFICATION:

Date: 5/27/82

Proposed Section: Spray Slide Correction

Region: 5

Highway: John Day

St. Hwy. No. 94.5 M.P. _____ to M.P. _____

Length: 0.10

County(s): Wheeler

(Attach Sketch Map)

Recommended Construction Date: April 1983

Proposed 6 YP no

Method of Doing Work: Contract X

St. Force _____

Other _____

B. FINANCING

Section

Year

Funds Available

Postpone ☐

Current 6 YP _____

Cancel ☐

Recommend _____

Current 6 YP _____

Recommend _____

If not one of the above - Recommended Financing: _____

FAI ☐ , FAP ☐ , FAS ☐ , ST. CONST. ☒ , OTHER ☐

C. ROADWAY & TRAFFIC

Width

Structures

Extg. Traffic (Year)

Proj. Traffic (Year)

No. Lanes

Pvmt.

Shldr.

Walks

No.

Tot. Lng.

ADT

Service Level

ADT

Service Level

Existing Facility: 2 32' - -

340

A

Proposed Facility: _____

D. DEFINE THE PROBLEM: An old slide area that was not corrected during reconstruction of this section is now moving again. The roadway surface area has fallen about six feet.

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G. COST ESTIMATE

Roadway Work

\$ 90,000

R/W (Approx: No. of Parcels 1, Acres 3, Any Reloc. no).

1,500

Structures

0

Other (Define) _____

0

Preliminary Engineering (By Whom) State

15,000

TOTAL \$ 106,500

H. REQUESTED BY:

Region Engineer or Section Head

Approval/Disapproval

State Highway Engineer

6/8/82

Remarks & Action Taken:

Approval/Disapproval

Asst. Director for Operations

Date

Oregon Transportation Commission

Approval Date _____

PROJECT REQUEST FORM

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COMMENTS:

Overall Length of Project

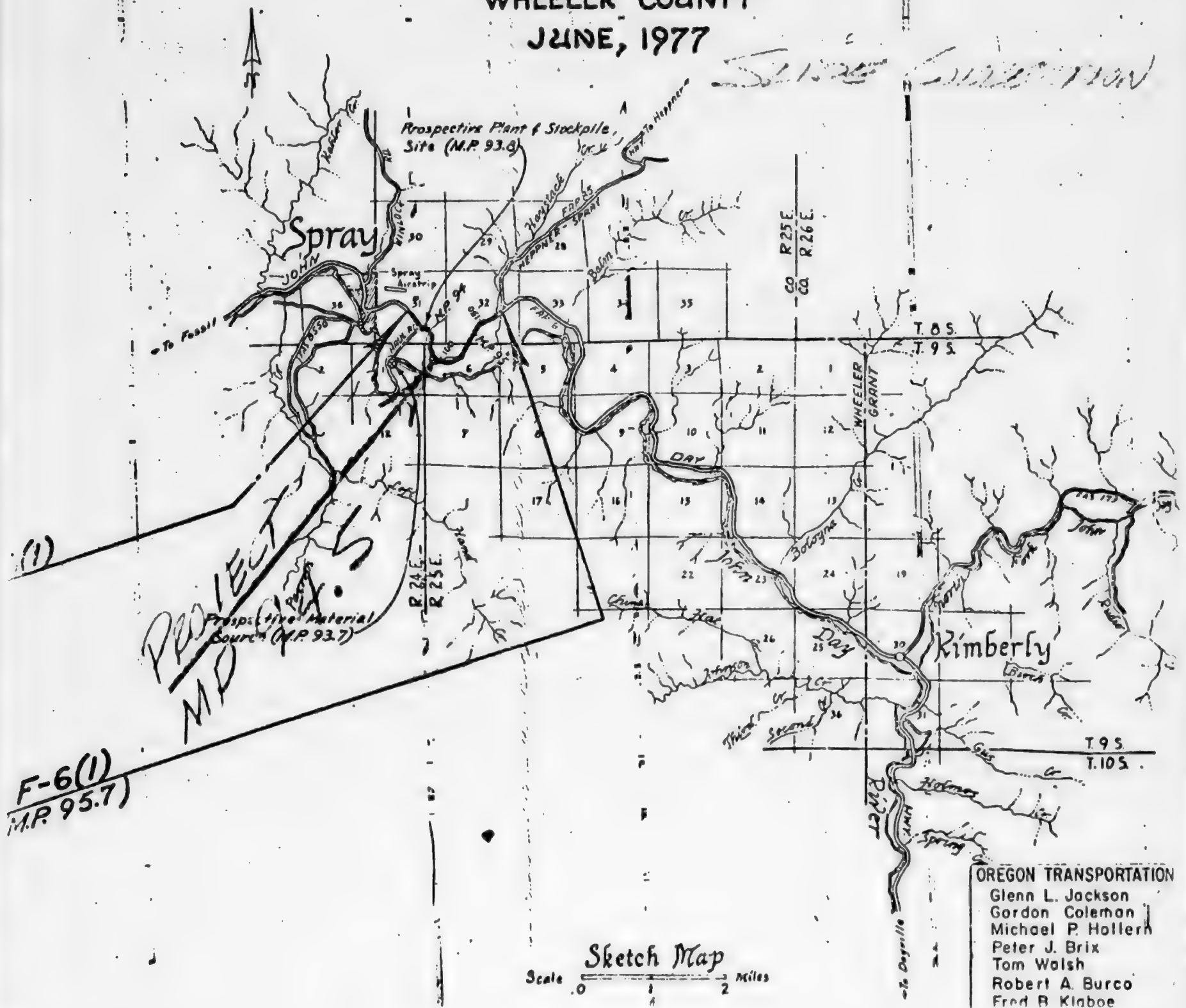
STATE OF OREGON
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT
GRADING, PAVING & STRUCTURE
M.P. 93.3 - M.P. 95.7 - UNIT

SPRAY ~ KIMBERLY SECTION
JOHN DAY HIGHWAY

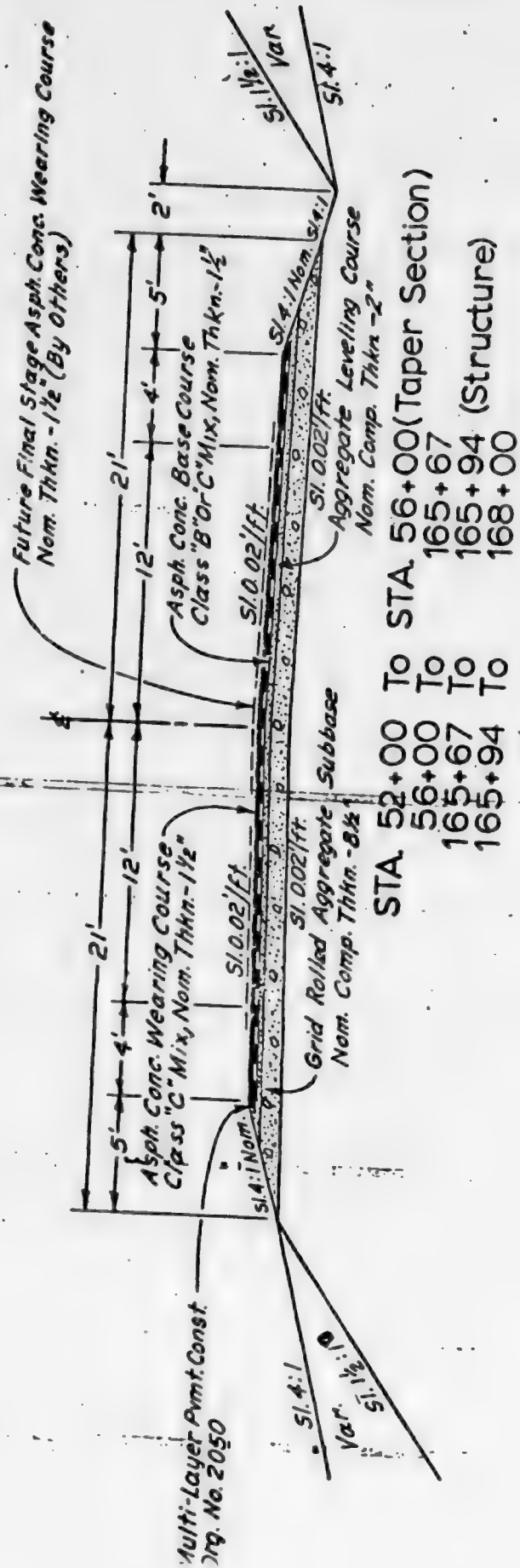
WHEELER COUNTY

JUNE, 1977



13V-196

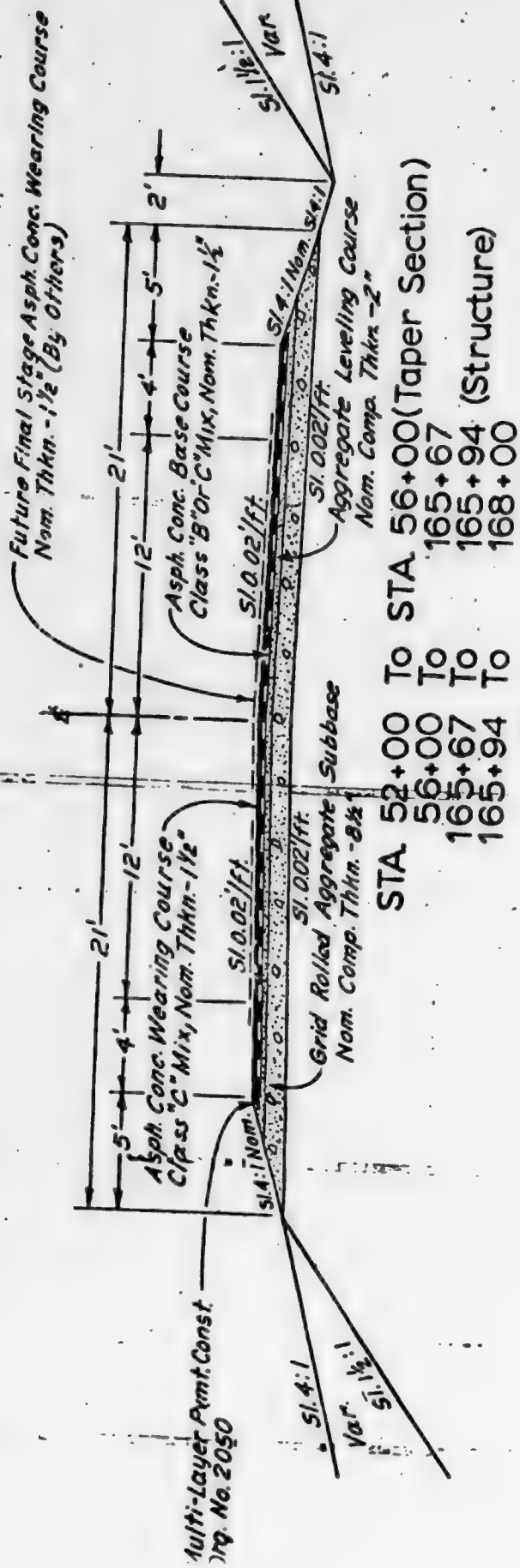
MP 93.3-MP 95.7 UNIT			
SPRAY~KIMBERLY SECTION JOHN DAY HIGHWAY WHEELER COUNTY			
FED. ROAD Dist. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	F-6 (I)	
SHEET No.			TOTAL SHEETS By PAGE
2			



TYPICAL SECTIONS

13V-196

MP 93.3-MP 95.7 UNIT				SHEET	2
SPRAY-KIMBERLY SECTION				TOTAL	SHEETS
JOHN DAY HIGHWAY				YEAR	
WHEELER COUNTY				PROJECT	NUMBER
FED. ROAD	STATE	PROJECT	FISCAL	See Index	
Dist. No.		NUMBER	YEAR		
10	OREGON	F-6 (1)			



Overall Length of Proj

STATE OF OREGON
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT
GRADING, PAVING & STRUCTURE
M.P. 93.3 ~ M.P. 95.7 UNIT

SPRAY ~ KIMBERLY SECTION

JOHN DAY HIGHWAY

WHEELER COUNTY

JUNE, 1977



NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
ORE N DEPARTMENT OF TRANSPORT ION
LOCATION UNIT

DATE

5/27/82

PREFIX

1 - IDENTIFICATION

PROJECT NAME

Spray Slide Correction

HIGHWAY NAME

John Day

HIGHWAY NUMBER

5

REGION

5

ADMINISTRATIVE DISTRICT

12

COUNTY

Wheeler

CITY

-

LENGTH

0.1

MILEPOST NUMBER

94.5 TO

☒ RURAL

☐ URBAN

LOCAL GOVERNMENT PROJECT?

☐ YES

☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS

☐ FAI

☐ FAP

☐ FAS

☒ STATE

☐ FAUS

☐ OTHER

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☒ GRADING

☒ PAVING

☐ STRUCTURE

☐ SIGN

☐ SIGNAL

☐ ILLUMINATION

☐ ROADSIDE
IMPROVEMENT

☐ OTHER

PROJECT DESCRIPTION

An old slide area that was not corrected during reconstruction is now moving again. The roadway surface area has fallen about six feet. A contract should be let to construct a counter balance. A short piece of roadway will be reconstructed. The area will be evaluated this summer, a counter balance designed this winter and a contract let in the spring of 1983.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

340

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

		A	B	C	D	E	F
LEVEL OF SERVICE	EXISTING	☒	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐
DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS					
		☒ LIGHT ☐ MEDIUM ☐ HEAVY					

OREGON STATE HIGHWAY DIVISION
AUTHORITY FOR SURVEY

Section Spray Slide Correction Date May 27, 1982
 Highway John Day #5 Authorization No. 1
 County Wheeler Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.:
 MP 94.5 of the John Day Highway, length 0.10 mile.

Proposed: Slide Correction

Purpose of survey:

Perform all work necessary to prepare plans estimate and specifications for construction contract.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey \$
 Previous authorization
 Additional authorization requested
 Additional authorization approved (Salem)
 Total all authorizations approved (Salem)

Requests made by:

Recommended for Approval:

Recommended for Approval:

Field Engineer

Location Engineer

Approved:

Regional Engineer

Assistant State Highway Engineer

1983 E. McMinnville Interch. 9659
Sec. of Salmon R. Hwy.
(gr, pav, sign, & sig) ■

STATE COPY


 U.S. Department of Transportation
 Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Yamhill	DIVISION Oregon
DATE OF REPORT JAN 23 '86	REPORT MADE BY C. O. Fredrickson, Construction Engr.		PROJECT NO. HES-23(5)
COMPLETION DATE (Actual) 1-27-84	ACCEPTANCE DATE BY CONTRACT AGENCY 7-31-85	TIME ELAPSED 100 %	CONTRACT TIME 222 CD

LOCATION

East McMinnville Interchange Section of the Salmon River Highway

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
 (Projects over \$500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.

1. Description of Improvement as Programed:

- A. Construction of roadbed excavation, treated base and asphalt concrete pavement.
- B. Installation of signs and traffic signals.
- C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: C. C. Meisel Co.

3. Contract Amount: \$263,236.20

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official)

Title

Construction Engineer

RECEIVED
STATE HWY ENGR

JAN 29 '86

REFER TO
Fredrickson
FORNOTED
W. E. SCHWARTZby
alt

Info	Inv	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE 		SIGNATURE 	
TITLE Area Engineer	DATE JAN 28 1986	TITLE Field Operations Engineer	DATE JAN 28 1986

November 21, 1985

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9659

On August 9, 1985, we wrote to you concerning release of final payment on Contract No. 9659 awarded to C. C. Meisel Co., Inc. for work on the East McMinnville Interchange Section of the Salmon River Highway in Yamhill County.

Final payment on this contract is \$1,841.68 and the total contract amount is \$263,236.20. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: C. C. Meisel Co., Inc.
P.O. Box 208
McMinnville, OR 97128

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FKN:arc

NOTED ON CARD

11-21-85arc

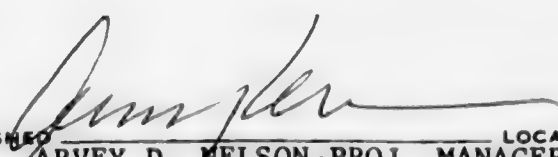
FORM 81-734-3001 OREGON STATE HIGHWAY DIVISION FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		SECTION EAST McMinnville INTERCHANGE		WEEK ENDING November 24, 1984	
		HIGHWAY SALMON RIVER		SECTION PREFIX 36-1090	
				COUNTY YAMHILL	
NAME OF JOB EAST McMinnville INTERCHANGE		KIND OF WORK GRADING, PAVING, SIGNAL			
CONTRACTOR C.C. MEISEL CO.		CONTRACT NUMBER 9559		FEDERAL AID PROJECT NUMBER HES-23(5)	
DATE OF CONTRACT 6/3/83		DATE WORK STARTED 5/15/83		ESTIMATED COMPLETION DATE 1/5/84	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 300		SPECIFIED WORK DAYS 200		WORK DAYS USED 222	
SUPERVISION 224.73		SPECIFIED CALENDAR DAYS 200		CALENDAR DAYS USED 222	
PROJECT AUTHORIZATION 300,224.73		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED 111	
EXCLUSIVE OF ENGINEERING 255,244.73		ENGINEERING AUTHORIZATION 45,000.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING 255,244.73		ENGINEERING COST TO DATE 70,000.00		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100	
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.0		PERCENT OF AUTHORIZATION 156		DATE PROJECT WAS COMPLETED: 1/27/84	
ESTIMATED PERCENT COMPLETE (ROADWORK)					
CLEARING 100	DRAINAGE 100	GRADING 100	BASE 100	OIL AND/OR PAVE. 100	MAT'L. PROD. 100
			GRADING	SURFACING	MAINTENANCE MATERIALS
					OIL & BITUMINOUS MACADAM
					PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			4890 cu.yd.	4350 ton	2560 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			4480	3350	2720
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK:					
ESTIMATED PERCENT COMPLETE (STRUCTURES)					
BRIDGE NO.	N/A				
PERCENT					
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY	
SUNDAY	*****				
MONDAY					
TUESDAY					
WEDNESDAY					
THURSDAY					
FRIDAY					
SATURDAY	*****				
RECEIVED LS. TC. SA. CC. FE. MA. CP. CONSTRUCTION QCS. SECTION FILE. NOV 8 1984					

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All construction complete
 Traffic signal turn on 1/24/84
 Project complete
 2nd Notice 6-1-84
 Semi-final submitted to Region II 9-24-84, submitted on 11/20/84 to Region II
 Test Summary and Field Job Control Certification.
 Third Notice 11/23/84.
 Last Report!


 SIGNED ARVEY D. NELSON-PROJ. MANAGER LOCATION SALEM

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

DATE: November 8, 1984

TO: Oregon Transportation Commission

CON 5

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
East McMinnville Interchange Section
Salmon River Highway, Yamhill County
Contract No. 9659

This federal-aid project has been completed and it is now apparent that the final cost will exceed the project authorization by \$37,900 or 13 percent. The authorization was increased at the January 18, 1984 meeting on the basis of significant geometric design revisions.

During the testing phase in preparation for energizing of the signal installation several deficiencies affecting proper operation of the intersection were noted. A conflicting signal overview was found to exist which could be very dangerous for traffic. It was necessary to replace some of the signal heads with programmable heads at a cost of \$7,200.

For improved highway safety it was also deemed necessary to construct a right turn lane for vehicles turning onto Martin Lane, and to provide an improved turning radius to accommodate a relatively large count of truck traffic into a local concrete plant. These items added more than \$6,500 to the cost of the project.

Addition of advance warning signing for the intersection added nearly \$4,000 to the cost of the project. Additional construction engineering costs were also incurred in properly monitoring, inspecting and documenting the added work.

There are sufficient funds available in the category of work and all the increase, except \$28,060, is eligible for federal participation.

I recommend that the authorization be increased by \$37,900 to a new total of \$338,124.73. This matter will be on the consent calendar for the November 20 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson

V. E. Skoog
D. O. Christensen
George Bell



STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 8, 1984

FROM: *O. B. Jackmond*
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
East McMinnville Interchange Section
Salmon River Highway, Yamhill County
Contract No. 9659

This federal aid project has been completed and it is now apparent that the final cost will exceed the project authorization by \$37,900 or 13 percent. The authorization was increased at the meeting of January 18, 1984 on the basis of significant geometric design revisions.

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There are sufficient funds available in the category of work and all the increase, except \$28,060, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$37,900.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. O. Christensen
Arvey Nelson
B. M. Walton
W. F. Cobine

RECEIVED						
STAT HWY ENGR						
NOV 8 '84						
REFER TO						
FOR						
Info	Inv	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

		JOB NARRATIVE		
1 Versteeg ✓	RECEIVED	EAST McMinnville INTERCHANGE		
Anderson				
2 Adams				
3 Macnab		SEP 28 1984	Do Not File Return to	SALMON RIVER HIGHWAY
Edwards		Bring Up		YAMHILL COUNTY
Terpin	ROAD DESIGN	Action		
Trout	SECTION			
Wackerlig	CONTRACT #9659 PREFIX 36-1090			

The contract was awarded on June 3, 1983 to C.C. Meisel Co. of McMinnville, Oregon. The pre-construction meeting was held on June 13, 1983 at Arvey Nelson's office, Project Manager.

Work was started on Wednesday, June 15, 1983 with the placing of temporary construction signing. Also cutting grass and wheat to approximate right-of-way line. On Thursday, one dozer and one loader began clearing and grubbing on the detour line and removal and stockpiling of sod and topsoil on the 'N₂' Line. On Friday it became evident that there was not enough material to be excavated from the 'N₂' Line to build the detour at a 4:1 slope. On Monday, June 20th, the survey crew re-sloped/staked the detour at a 2.5:1 slope and set up a temporary borrow site at 'N₂' 696⁺ Rt.

Work continued on 'N₂' excavation and placing culverts. On Friday, June 24th, shoulder aggregate was placed on the detour and paved on Monday, June 27th. R.B. Johnson wanted to discuss with Arvey changes that affected his trucks having access to Williamson Avenue. Also on June 27th, the Contractor began placing CTB. On Tuesday, July 5th, state striping crews were on the project striping the detour, traffic was detoured, and A.C. removal was began on the 'N₂' ramp. By Thursday, July 7th, all CTB was placed and the 'N₂' Line was ready for paving.

A local businessman complained that the 'N₂' Line was merging with the through traffic right in front of his driveway. He felt that this would adversely affect his business. Several options were reviewed by Arvey Nelson, Gerald Wimer and other officials in the Region 2 office. It was finally agreed to route all traffic through the signalized intersection. This revision added a third lane at the intersection, revised the signals, removed some of the CTB on the ramp and provided a deceleration lane to the business driveway. Since all the traffic was routed through the intersection, an advance warning signing plan was included with the signal revision.

On Monday, July 18th, the Contractor re-worked the 'N₂' Line to the revised plan. On Friday, July 29th, paving operations began on 'N₂' Line base lift. Paving continued through Friday, August 5th. The following week the Contractor removed the detour, existing ramps, placed shoulder aggregate, and shaped the roadway and ditches. The remaining roadway approaches were paved, general clean-up was done, and the permanent signs and delineators were installed.

Due to the signal revision and the time involved ordering changes, no work was done until Thursday, October 13th, when the electrical subcontractor began installation of pole bases and conduits for the advance warning and loop feeder cables. Work continued on pole bases and conduit runs through Friday, October 21st. On Tuesday, November 8th, the signal poles were erected and began seeding and mulching. Hanging signal heads, wiring and advance warning wiring started on November 30th. On Tuesday and Wednesday, December 13th and 14th, completed permanent signing installation and upgraded the guardrail at the bridge ends. Work continued on signals through

Tuesday, December 20, 1983. The signals were to be turned on Jan. 5th.

Due to several changes which were not included in the revised plans and changes made that day, the Contractor was not able to make all the changes before dark, therefore the turn-on was delayed. On Monday, January 9th, the Contractor began re-working the signal changes. The permanent striping was also revised to allow a left turn lane into local businesses at each end of the project.

Due to complaints of local residents from Martin and Lawson Lanes, a revised deceleration lane was added to the 'N₂' Line at Martin Lane on Wednesday, January 11th. On Friday, January 13th, the revised turning radius to Williamson Avenue was built.

The traffic signals were scheduled to be turned on Thursday January 19th, but the controller cabinet was hit by a car on Wednesday and damaged. State signal crews exchanged controller cabinets on Friday, and the signals were turned on Tuesday at 11:30AM, January 24, 1984. The temporary signing was removed the first week of February, 1984.

The original authorization was \$262,225.00. Due to the roadway revisions, traffic signal revisions, and the concerns of local residents, several price agreements, extra work orders, and state force orders were necessary to complete the work. There was a considerable over-run on the allotted engineering costs due to the controversy and the number of changes involved. Therefore this project actually cost about \$338,000.00.

~~ROAD DESIGN
SECTION~~

1	Traffic Revision	Unanticipated	Lump Sum	+\$ 5,319.00
	Signal revisions due to roadway revisions.			
2	Stripe Removal	Unanticipated	Lin ft (5,275)	+\$ 2,848.50
	Turn lane stripe revisions for traffic turning into local businesses.			
3	Guardrail Connections	Unanticipated	Each (4)	+\$ 1,600.00
	Bridge end guardrail connections upgraded.			

EAST MCMINNVILLE INTERCHANGE

PRICE AGREEMENTS (cont.)

4	REVISED SIGN SUPPORTS SIGN SUPPORT REVISION DUE TO ROADWAY REVISIONS	LUMP SUM	\$3815.00
5	REVISED TRAFFIC SIGNAL INSTALLATION TRAFFIC SIGNAL REVISION DUE TO ROADWAY REVISIONS	LUMP SUM	\$7200.00
6	REVISED ADVANCE WARNING SIGN ADVANCED WARNING SIGN REVISION DUE TO ROADWAY REVISIONS	LUMP SUM	\$3450.00

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 10, 1984

FEDERAL AID PROJECT NO. HES-23(5)

EAST MC MINNVILLE INTERCHANGE SECTION
SALMON RIVER HIGHWAY
YAMHILL COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering

TYPE CODE ROW
RIGHT-OF-WAY

Right-of-Way

TYPE CODE Y008

CHANNELIZATION (STA. Lc 688+75 THRU EQ. Lc 692+22.08 =
R/W 692+32.24 TO STA R/W 705+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Preliminary Engineering	\$	636	\$ 5,712.00	764	\$ 9,168.00
Aggregate Shoulders	12.00	1,100	6,660.00	1,265	7,590.00
Class "B" or "C" Asph. Conc.	6.00	2,560	72,448.00	2,722	77,032.00
" Culv. Pipe	28.30	340	2,720.00	432	3,456.00
	8.00	Subtotals	\$ 87,540.00		\$ 97,246.00
					Increase \$ 9,706.00
					Subtotal of Previous Estimate 214,638.44
					Subtotal \$ 224,344.44
					Engineering 33,651.56
					Total \$ 257,996.00

TYPE CODE Y031
TRAFFIC SIGNALS

Total the same as previous estimate of January 12, 1984

\$ 74,430.00

\$ 41,200.00

\$ 17,000.00

Gen File

Length of Project

0.00 mi.

<u>Description</u>	<u>SUMMARY OF FUNDS</u>		
	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 41,200.00	\$ 37,080.00	\$ 4,120.00
Right-of-Way	17,000.00	15,300.00	1,700.00
Channelization	257,996.00	232,196.00	25,800.00
Traffic Signal	74,430.00	66,987.00	7,443.00
Total	\$ 390,626.00	\$ 351,563.00	\$ 39,063.00

Group 1 100%
Contract No. 9659
Prefix: 36-1979
Prefix: 36-1090
Prefix: 36-2517

RHZ:bkb

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 20, 1984

FEDERAL AID PROJECT NO. HES-23(5)

EAST McMinnville Interchange Section
SALMON RIVER HIGHWAY IN YAMHILL COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	\$ 41,200.00
		<u>\$ 41,200.00</u>

TYPE CODE ROW
RIGHT OF WAY

Right of Way	All Required	\$ 17,000.00
		<u>\$ 17,000.00</u>

TYPE CODE Y008
CHANNELIZATION (Sta. Lc 688+75 through Eq. Lc 692+22.08 =
R/W 692+32.24 to Sta. R/W 705+00)

Subtotal of previous estimate of July 1, 1983		\$203,666.69
---	--	--------------

ADDITIONAL ITEMS

Striping Removal (PA #2)	1,275 Lin. Ft.	0.54	\$ 2,848.50
Guard Rail Bridge Conn. (E.W.O. #2)	400 Each	4.00	1,600.00
Const. Rt. Turn Refuge (E.W.O. #3)	All Required		6,523.25
			<u>\$ 10,971.75</u>
	Increase		\$ 10,971.75
	SUBTOTAL		\$214,638.44
	Engineering		32,195.56
	TOTAL		<u>\$246,834.00</u>

TYPE CODE Y031
TRAFFIC SIGNAL

Total the same as previous estimate of January 12, 1984		\$ 74,430.00
---	--	--------------

Length of Project ----- 0.0 mi.

SUMMARY OF FUNDS (90.0%)

<u>DESCRIPTION</u>	<u>TOTAL COST</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>
Preliminary Engineering	\$ 41,200.00	\$ 37,080.00	\$ 4,120.00
Right of Way	17,000.00	15,300.00	1,700.00
Channelization	246,834.00	222,150.00	24,684.00
Traffic Signal	74,430.00	66,987.00	7,443.00
TOTAL	<u>\$379,464.00</u>	<u>\$341,517.00</u>	<u>\$37,947.00</u>

Group 1: 100%
Contract No. 9659
Prefix: 36-1979
Prefix: 36-1090

RHZ:pf

Gen. File

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 1-115		Oregon
PROJECT REPORT NUMBER		County Yamhill
MODIFICATION NUMBER 1		Project Number HES-23(5)

MODIFICATION OF FEDERAL-AID
PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 22, 19 82,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 320,316.00	\$ 366,846.00
Federal funds	\$ 288,283.00	\$ 330,161.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of January, 1984.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By

Shirley L. Potter

Manager, Program Section

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

Dale E. Wilken

(Division Administrator)

For: Dale E. Wilken

XXX

For: H.S. Coulter, P.E.

State Highway Engineer

(Title)

By

(Title)

Gen File

Oregon State Highway Division
Salem, Oregon January 12, 1984

Federal-Aid Project No. HES-23(5)

East McMinnville Interchange Section
Salem River Highway
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	Total	\$ 41,200.00
			<u>41,200.00</u>

Type Code ROW
Right-of-Way

Right-of-Way	All Required	\$ 17,000.00
		<u>17,000.00</u>

Type Code Y008
Channelization (Sta. LC 688+75 thru Eq. LC 692+22.08=
R/W 692+32.24 to Sta. R/W 705+00)

Subtotal of previous estimate of July 1, 1983	\$ 187,270.00
---	---------------

Previous Estimate

Flagman	160 Hour	12.00	\$ 1,920.00
Temporary Signs	296 Sq. Ft.	5.00	1,480.00
Aggregate Shoulders	1,100 Ton	6.00	6,600.00
Class B or C Asphalt Conc.	2,560 Ton	28.30	72,448.00
12" Culv. Pipe	340 Lin. Ft.	8.00	2,720.00
			<u>\$ 85,168.00</u>

Revised Estimate

Flagman	636 Hour	12.00	\$ 5,712.00
Temporary Signs	354 Sq. Ft.	5.00	1,770.00
Aggregate Shoulders	1,265 Ton	6.00	7,590.00

Class B or C Asphalt Conc.	2,722 Ton	28.30	77,032.60
12" Culv. Pipe	432 Lin. Ft.	8.00	3,456.00
Revise Roadway Section (E.W.O. #1)	All Required		2,144.09
Remove Striping & Repaint (S.F.O. #5)	All Required		3,860.00
			\$ 101,564.69

Increase	\$ 16,396.69
Subtotal	203,666.69
Engineering	30,549.31
Total	\$ 234,216.00

Type Code Y031
Traffic Signal

Subtotal of previous estimate of July 1, 1983 \$ 43,670.00

Additional Items

Traffic Signal Revisions (P.A. #1)	All Required	\$ 5,319.00
Place Conduit & "J" Box	All Required	15,740.01
		\$ 21,059.01

Increase	\$ 21,059.01
Subtotal	\$ 64,729.01
Engineering	9,700.99
Total	\$ 74,430.00

Length of Project 0.00 mi.

SUMMARY OF FUNDS (90.0%)

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 41,200.00	\$ 37,080.00	\$ 4,120.00
Right-of-Way	17,000.00	15,300.00	1,700.00
Channelization	234,216.00	210,794.00	23,422.00
Traffic Signal	74,430.00	66,987.00	7,443.00
Total	\$ 366,846.00	\$ 330,161.00	\$ 36,685.00

Group 1 100%
Contract No. 9659
Prefix: 36-1979
Prefix: 36-1090

RHZ:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 7-286		OREGON
PROJECT REPORT NUMBER		County YAMHILL
MODIFICATION NUMBER 1		Project Number HES-23(5)
MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 22, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 20,000.00	\$ 320,316.00
Federal funds	\$ 18,000.00	\$ 288,283.00
Other revisions		

This modification is made for the following reasons: To add Right of Way, Construction phase and approved increase in preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of July, 1983.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By

Ray A. Potter

Manager, Program Section

(Title)

BY

FOR: H. S. Coulter

State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

Dale E. Wilken
(Division Administrator)

For: Dale E. Wilken

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 1, 1983

FEDERAL AID PROJECT NO. HES-23(5)

EAST McMinnville Interchange Section
SALMON RIVER Highway in Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required		\$ 41,200.00
		TOTAL	\$ 41,200.00

TYPE CODE ROWA

Right of Way	All Required		\$ 17,000.00
		TOTAL	\$ 17,000.00

TYPE CODE Y008
CHANNELIZATION (Sta. Lc 688 + 75 thru Equa. Lc 692 + 22.08 = R/W 692 +
32.24 to Sta. R/W 705 + 00)

Mobilization	All Required		\$ 12,000.00
Temporary Protection and Direction of Traffic	All Required		3,500.00
Temporary Signs	296 Sq. Ft.	5.00	1,480.00
Temporary Barricades	14 Each	100.00	1,400.00
Temporary Plastic Safety Markers	12 Each	50.00	600.00
Flagman	160 Hour	12.00	1,920.00
Clearing and Grubbing	All Required		500.00
Removal of Structures and Obstructions	All Required		500.00
General Excavation	4,890 Cu. Yd.	1.00	4,890.00
Trench Excavation	104 Cu. Yd.	1.00	104.00
Finishing Roadbed and Slopes	All Required		1,500.00
Watering	45 M-Gal.	20.00	900.00
Aggregate Shoulders	1,100 Tons	6.00	6,600.00
Treated Base	4,350 Tons	13.00	56,550.00
Class "B" or Class "C" Asphalt Concrete	2,560 Tons	28.30	72,448.00
12-inch Culvert Pipe	340 Lin. Ft.	8.00	2,720.00
18-inch Culvert Pipe	154 Lin. Ft.	11.00	1,694.00
Extra for Asphalt Approaches	5 Each	200.00	1,000.00
Delineators, Type 2	36 Each	20.00	720.00
Delineators, Type 3	20 Each	23.00	460.00
Roadside Seeding and Mulching	2 Acre	650.00	1,300.00
Removal of Existing Sign Installations	All Required		150.00
Wood Sign Posts	All Required		1,850.00
Sign Support Footings	All Required		900.00
Single Post Slip Base Sign Supports	All Required		1,250.00

Signal Pole Mounts	All Required	750.00
Type "A" Signs In Place	78 Sq. Ft. 23.00	1,794.00
Type "C", "D" and "R" Signs in Place	48 Sq. Ft. 10.00	480.00
Type "EE" Signs In Place	46 Sq. Ft. 10.00	460.00
Type "H" Signs In Place	13 Sq. Ft. 10.00	130.00
Type "U" Signs In Place	15 Sq. Ft. 18.00	270.00
Move and Reinstall Existing Signs	All Required	200.00
		<u>\$181,020.00</u>

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	\$ 3,000.00
Temporary Pavement Striping	All Required	750.00
Temporary Erosion Control	All Required	2,500.00
		<u>\$ 6,250.00</u>

SUBTOTAL	\$187,270.00
Engineering	25,281.00
TOTAL	<u>\$212,551.00</u>

TYPE CODE Y031 TRAFFIC SIGNAL

Traffic Signal Installation, Complete	All Required	\$ 38,365.00
Fire Preemption System, Complete	All Required	2,780.00
		<u>\$ 41,145.00</u>

ANTICIPATED ITEMS

State Furnished Signal Program	All Required	\$ 500.00
Signal Controller Testing	All Required	2,025.00
		<u>\$ 2,525.00</u>

SUBTOTAL	\$ 43,670.00
Engineering	5,895.00
TOTAL	<u>\$ 49,565.00</u>

Length of Roadway ----- 0.00 miles

SUMMARY OF FUNDS (90%)

<u>DESCRIPTION</u>	<u>TOTAL COST</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>
Preliminary Engineering	\$ 41,200	\$ 37,080	\$ 4,120
Right of Way	17,000	15,300	1,700
Channelization	212,551	191,295	21,256
Traffic Signal	49,565	44,608	4,957
total	<u>\$320,316</u>	<u>\$288,283</u>	<u>\$32,033</u>

Group 1: 100%
Contract No. 9659
Prefix: 36-1979
Prefix: 36-1090

NONPARTICIPATING - STATE WORK

Single Mailbox Supports

1 Each 95.00 \$95.00

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-56		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 3/22/82		OMB No. 04-R2089 State Oregon County Yamhill Project No. HES-23(5)	
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.					
PROJECT TERMINI SR 18., 1.9 mi. E. Jct. 99W E. 0.2 mi.					
PROJECT CLASSIFICATION OR PHASE OF WORK				EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)					
PRELIMINARY ENGINEERING				3-9-82	0.0
RIGHTS-OF-WAY					
CONSTRUCTION					
OTHER (Specify)					
ESTIMATED TOTAL COST OF PROJECT				FUNDS 90.0%	
\$ 20,000.00				FEDERAL FUNDS	
\$ 20,000.00				\$ 18,000.00	
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.					
OREGON STATE HIGHWAY DIVISION (Official name of Highway Agency) By <u><i>[Signature]</i></u> Program Management Engineer (Title) For: H.S. Coulter State Highway Engineer (Title) By _____ (Title)			U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By <u><i>[Signature]</i></u> (Division Administrator) For: Dale E. Wilken Date executed by Division Administrator <u>3-22-82</u>		

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

- a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.
- b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon March 17, 1982

Federal-Aid Project
No. HES-23(5)

East McMinnville Interchange Section
Salmon River Highway in Yamhill Count

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering

All Required
TOTAL

\$20,000.00
\$20,000.00

Length of Project ----- 0.0 mi.

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 2,000.00	\$ 1,800.00	\$ 200.00
<u>Retain in Program</u>			
Right-of-Way	5,000.00	4,500.00	500.00
<u>Retain in Program</u>			
Contract Work	325,000.00	292,500.00	32,500.00
TOTAL	\$350,000.00	\$315,000.00	\$35,000.00

Group 1 100%
Prefix: 36-1979

9659

F

April 30, 1984

C. C. Meisel Co., Inc.
P.O. Box 208
McMinnville, OR 97128

CON

Time Extension Request
East McMinnville Intch.
Contract No. 9659
FAP No. HES-23(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 22 calendar days is granted due to the performance of extra and added work done on this project.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
D. O. Christensen w/att.
Arvey Nelson w/att.
FHWA w/att.
Bruce Walton



STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: C. O. Fredrickson
CONSTRUCTION ENGINEER
[Signature]
FROM: I. W. Litchfield
REGION 2 CONSTRUCTION ENGINEER
SUBJECT: Time Extension Request
East McMinnville Interchange
Salmon River Highway
Yamhill County
Contract 9659

DATE: April 16, 1984

You will find attached Project Manager Arvey Nelson's letter to D. O. Christensen dated April 12, 1984, along with the contractor's request for a 22-day time extension to the above captioned contract.

A review of Mr. Nelson's letter indicates that the additional time charged on this project was clearly the result of changes requested by the State. In his analysis of three extra work orders and six price agreements, he justifies a total of 31 days for that additional work.

Inasmuch as the additional time required by the contractor to complete this project was required by changes made by the State, I recommend a 22-day time extension be granted and thus eliminate all liquidated damages.

TLW/rgb
attch.

cc: Arvey Nelson

CE	RECEIVED	OM
CAE		CA
FOE		LS
QCE	APR 17 1984	TC
SCS	CONSTRUCTION	FE
SEO	SECTION	CP

4-25-84

W. E. Schwartz -

I concur with Region and Project Mgr. and recommend a 22 c.d. time extension due to extra and added work performed.

[Signature]



STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: W. E. Schwartz
ASSISTANT STATE HIGHWAY ENGINEER

DATE: February 2, 1984

FROM: Gerald W. Wimer *Gerald Wimer*
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Engineering Overrun
E. McMinnville Inter. Contract 9659 (36-1090)
Thorton Cr. Br. Contract 9601 (21-1013)
Wallace Br.-Willamina ECL Contract 9548 (127-1002) *RE*
Pudding R. Br. Contract 9373 (124-1064)

In your January 16 letter, you noted that the subject projects not only overran the original project authorization, but also incurred what you described as excessive engineering.

In reviewing with Project Managers Charles W. Elroy and Arvey D. Nelson, I find that all of the charges were appropriate. Please see their attached January 26 and January 31 reports.

Each of these projects sustained a substantial change during the project. All redesign engineering costs were charged to the construction engineering. It might be well to have a separate identification of engineering costs for substantial changes.

We could also require the contractor to do more materials testing. However, this would just change where the costs are charged, and not truly reduce overall costs.

Each of the Project Managers lists some other lesser possibilities. I think the significant item is that we continue to exert every effort possible at all levels to work toward engineering cost reduction. I believe one of the most significant increases in our engineering costs comes from our more detailed documentation requirements.

If I can provide any more detail on this matter, please let me know.

GWW/cal
Attachment

RECEIVED STATE HWY ENGR						
FEB 2 '84						
REFER TO						
FOR						
Info	Invt	R/D	D/R	Sign	Act	File

By - Fredrickson
C. O. Fredrickson
C. W. Elroy
A. D. Nelson

G. Wimer - You are now in a position to look at these documentation requirements & assess whether it is necessary to document & check to the extent we do. I have some reservations about the Region reviewer program & to the degree we do all this work. I also have some questions about our perception of inspection. I would like to talk to you about this general subject when you have had a chance



TO: C. O. FREDRICKSON
REGION II ENGINEER

FROM: ARVEN D. NELSON
PROJECT MANAGER

EAST McMinnville Interchange
Contract No. 9659

REGION 2 ENGINEER

RECEIVED

DEC 11 1964

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A recommendation to avoid reoccurrences of this nature would be to recognize and acknowledge that plan changes as well as increasing contract costs & extending contract time also increase engineering costs. A suggestion would be to code engineering charges to reflect plan revision costs.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. HES-23(5)	
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See Below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		4. PROGRAM NO.	2A. COUNTY NAME Yamhill
		5. ITEM NO. 20048	
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon			
7. DATE AUTHORIZATION EFFECTIVE 11/18/83		8. FEDERAL ROUTE NUMBER Primary 23	9. STATE ROUTE NUMBER Primary 39
10. GENERAL LOCATION: East McMinnville Interchange Section			
11. GENERAL DESCRIPTION OF WORK Furnish 5 each 8" yellow beacons			
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW			
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY		☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS ☐ OTHER (Specify)	
13. REMARKS Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/18/83 as requested in Mr. Keasey's letter of 1/26/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of \$252 Federal Funds \$214.			
14. DATE 2/2/84	15. SIGNATURE OF APPROVING OFFICIAL <i>G. K. Haseman</i>		16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

RECEIVED STATE HWY ENGR					
FEB 7 '84					
REFER TO <i>Potter</i> FOR					
Info	Inves	R/D	D/R	Sign	Act
File					

C. O. Fredrickson
Region 2 Engineer

January 16, 1984

W. E. Schwartz
Assistant State Highway Engineer

Overrun of Project Authorization
Contract No. 9659 (36-1090)
Contract No. 9601 (21-1013)
Contract No. 9548 (127-1002)
Contract No. 9373 (124-1064)

The reports on expected overrun recently submitted on these projects indicate engineering charges incurred which are excessive and are out of proportion to the amount of contract work. All four involve considerable state funding to pick up the amount beyond the federal participation limit for construction engineering.

Please review this matter to ascertain that the engineering charges are indeed appropriate. I would like to have your recommendation as to what steps can be taken to avoid future occurrences of this nature.

HHP:mk sl

cc H. S. Coulter
C. T. Keasey
Bryant Jackmond

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project EAST McMinnville Interchange Date NOV 15, 1983

Highway SALMON RIVER Contract No. 9659

County YAMHILL Kind of Work GRADE, PAVE, TRAFFIC SIGNALS & SIGNING Contractor C.C. MEISEL

	Authorized	Estimated
Contract Amount	\$222,260.00	\$218,775.00
Anticipated Items	8,775.00	6,275.00
Contingency (4½%)	10,396.58	30,174.73
Engineering	20,793.15	-30,000.00
Credits	-	45,000.00
PROJECT COST	\$262,224.73	300,224.73
		~~\$300,050.00~~
		38,000.00
	NET INCREASE \$	~~37,825.27~~ OR 14.5 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
P.A. No. 1	Traffic Signal Revisions (U)	\$ 5,319.00	+ 5,319.00
E.W.O. No. 1	Adjust Roadway Alignment (Revising Pattern of Traffic Movement) (U)	\$ 2,500.00	+ 2,500.00
E.W.O. No. 2	Traffic Signal Revisions & Additions) (U)	\$ 15,200.00	+15,200.00
S.F.O. No. 5	Remove striping & Repaint (U)	\$ 3,860.00	+ 3,860.00
	Engineering (U)	\$ 45,000.00	+24,000.00

Principal reasons for overruns (Continue on reverse side): This project overrun is due to a significant revision in the plan roadway design. In response to and confirmation with local citizen concern that the plan construction of a free over

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Arvey D. Nelson Resident Engineer
Confirmed by John S. Kerner Regional Engineer

Noted by D. M. Jackson Construction or Bridge Engineer
Noted by _____ Deputy or State Highway Engineer

DATE: January 6, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
East McMinnville Interchange Section
Salmon River Highway, Yamhill County
Contract No. 9559

This federal-aid hazard elimination project is nearing completion and it now appears that the final cost will exceed the project authorization by \$38,000 or 14.5 percent.

The overrun is due to a significant revision made in the geometrics of the intersection design. The contract called for construction of a free flowing merge lane some five hundred feet in length to allow the traffic from McMinnville to enter the Salmon River Highway eastbound. This lane was deemed hazardous due to the effect it made on local accesses. In response to citizen concerns, the project was redesigned to eliminate the merge lane and channel all traffic through the signalized intersection. The addition of this lane to the intersection required expansion of the signal installation as well as removal and repainting of striping work and additional advance warning signing not required on the original plan. These items added approximately \$26,900 to the cost of the project.

The balance of the overrun is due to the additional construction engineering required to accomplish the design revision, and to handle the engineering and inspection of the additional work.

There are sufficient funds available in the category of work and all the increase, except \$6,716, is eligible for federal participation.

I recommend that the authorization be increased by \$38,000 to a new total of \$300,224.73. This matter will be on the consent calendar for the January 18 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell



STATE OF OREGON

Highway Construction 378-6386 CON 5

INTEROFFICE MEMO

TO: W. E. Schwartz
Ass't. State Highway Engineer

FROM: *O. B. Jackmond*
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
East McMinnville Interchange Section
Salmon River Highway, Yamhill County
Contract No. 9659

DATE: December 27, 1983

RECEIVED STATE HWY ENGR						
JAN 5 '84						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sig.	Act	File

NOTED
W. E. SCHWARTZ

This federal aid hazard elimination project is nearing completion and it now appears that the final cost will exceed the project authorization by \$38,000.00 or 14.5 percent.

The overrun is due to a significant revision made in the geometrics of the intersection design. The contract called for construction of a free flowing merge lane some five hundred feet in length to allow the traffic from McMinnville to enter the Salmon River Highway eastbound. This lane was deemed hazardous due to the effect it made on local accesses. In response to citizen concerns, the project was redesigned to eliminate the merge lane and channel all traffic through the signalized intersection. The addition of this lane to the intersection required expansion of the signal installation as well as removal and repainting of striping work and additional advance warning signing not required on the original plan. These items added approximately \$26,900 to the cost of the project.

The balance of the overrun is due to the additional construction engineering required to accomplish the design revision, and to handle the engineering and inspection of the additional work.

There are sufficient funds available in the category of work and all the increase, except \$6,716, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$38,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
Arvey Nelson
R. D. Church
D. E. Swan

COM/MEM/1

39

ROAD DESIGN SECTION 378-6558

DES 16

Frank Terpin
Location Engineer

August 31, 1983

J. H. Versteeg
Road Design Engineer

E. McMinnville Interchange-
Airport Road Section
Salmon River Highway
Yamhill County

It has come to our attention in reviewing the DEIS on the subject project that the frontage roads on either side of the highway call for 12 foot lanes and 8 foot shoulders.

We feel this is exorbitant for such a facility and recommend that they be reduced to 11 foot lanes and 4 foot shoulders. This should be corrected before the DEIS is distributed to the public.

DNS:rlr
Attachments

cc: Cam Gilmour
C. O. Fredrickson

Versteeg	RECEIVED	
Anderson		
Adams		
Macnab	SEP 01 1983	Do Not File ☐
Stoudenmeyer		Return To
Terpin		Bring Up
Trout	ROAD DESIGN	Action
Wekerling	SECTION	

ENVIRONMENTAL DOCUMENT REVIEW

Project Name E. McMurville Trl - Airport Rd.

Date _____

Document and Vol.#

(DEIS, FEIS, DND, FND, etc.)

Reviewer

(Name and Title)

Page #	Paragraph	Line	REMARKS
7		2	Some of the birds are on maps.
Fig 4		*	
Fig 5			
Fig 6			
Fig 7			
Fig 8			
Fig 9			
Fig 10			
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Fig 100			



PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION

East McMinnville Interchange

REGION

2

SURVEY AUTHORITY

AUTHORIZATION NO.

2

PREFIX

36-1979

DATE

7-22-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$ 6,000	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$ 800
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		1,100
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		13,100	920 PROGRAM MANAGEMENT		0	937 HYDRAULICS		
906 BRIDGE DESIGN		1,600	921 SPECIFICATIONS		2,700	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		2,100	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
908 RIGHT-OF-WAY DESCRIPTION		2,600	923 ENVIRONMENTAL SECTION		1,800	950 TRAINING		800
910 REGION GEOLOGIST		0	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		7,300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		100	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		0	932 RAILROAD & UTILITIES		100			

TOTALS \$ 41,200

PREVIOUS AUTHORIZATION \$ 20,000

ADD. AUTH. REQUIRED \$ 21,200

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
HES-23(5)

LOCATION ENGINEER'S REMARKS

1. Versteeg
2. Anderson
3. Adams
4. Stoudemeyer
5. Terpin
6. Trout
7. Wakarusa
RECEIVED
JUL 29 1983
ROAD DESIGN SECTION
Lyle

Balance Out

PREPARED BY Jerry E Maness	DATE 7-22-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [Signature]	DATE 7-25-83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [Signature]	DATE 7-25-83
RECOMMENDED, LOCATION ENGINEER X [Signature]	DATE 7/25/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-9-82 7-6-83	

rn

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION			1. FEDERAL-AID PROJECT NO. HES-23(5)																												
LETTER OF APPROVAL AND/OR AUTHORIZATION			2. STATE PROJECT NO. See below																												
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Yamhill																													
5. ITEM NO. 20048																															
6. TO Mr. H. S. Coulter State Highway Engineer Oregon State Highway Division Salem, Oregon																															
7. DATE AUTHORIZATION EFFECTIVE 7/6/83	8. FEDERAL ROUTE NUMBER Primary 23	9. STATE ROUTE NUMBER Primary 39																													
10. GENERAL LOCATION: East McMinnville Interchange Section																															
11. GENERAL DESCRIPTION OF WORK Program Change																															
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW																															
<table><tr><td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td><td>☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td></tr><tr><td>☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION</td><td>☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS</td></tr><tr><td>☐ ACQUISITION OF RIGHT-OF-WAY</td><td>☒ OTHER (Specify) Program Change See below</td></tr></table>				☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☒ OTHER (Specify) Program Change See below																						
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☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS																														
☐ ACQUISITION OF RIGHT-OF-WAY	☒ OTHER (Specify) Program Change See below																														
13. REMARKS As requested in Mr. Potter's letter of 6/28/83, I approve the revised Preliminary Engineering Costs to a TEC of \$41,200, FF \$37,080. (Increase TEC \$21,200, FF (\$19,080) It should be noted that Preliminary Engineering charges are not eligible after 5/4/83 which is date of PS&E approval.																															
14. DATE 7/6/83	15. SIGNATURE OF APPROVING OFFICIAL <i>G. K. Hansen</i>	16. TITLE for Division Administrator	<table border="1"><tr><td colspan="7">RECEIVED STATE HWY ENGR</td></tr><tr><td colspan="7">JUL 15 '83</td></tr><tr><td colspan="7">REFER TO <i>Potter</i> FOR</td></tr><tr><td>Info</td><td>Inves</td><td>R/D</td><td>D/R</td><td>Sign</td><td>Act</td><td>File</td></tr></table>	RECEIVED STATE HWY ENGR							JUL 15 '83							REFER TO <i>Potter</i> FOR							Info	Inves	R/D	D/R	Sign	Act	File
RECEIVED STATE HWY ENGR																															
JUL 15 '83																															
REFER TO <i>Potter</i> FOR																															
Info	Inves	R/D	D/R	Sign	Act	File																									

75-1
June 21, 1983

C. C. Meisel Co., Inc.
P. O. Box 208
McMinnville, OR 97128

CON 5
#9659

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9659 for work on the East McMinnville Interchange Section of the Salmon River Highway in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gornsen
COMMISSION SERVICES

dc
Enclosure

cc: Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97201

cc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson (contract signature
Arvey Nelson pages attached)
L. E. George

HIGHWAY
CONSTRUCTION

C. C. MEISEL CO., INC.

BOX 206
McMINNVILLE, OREGON 97128
TELEPHONE 472-2109

CRUSHED
QUARRY ROCK

May 31, 1983

Oregon State Highway Division
Office Of Commission Services
Room 121, State Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen, Manager, Commission Services Section

Reference: East McMinnville Interchange #9659
Documentation of MBE Participation
Paragraph 5 Page 3 Special Provisions

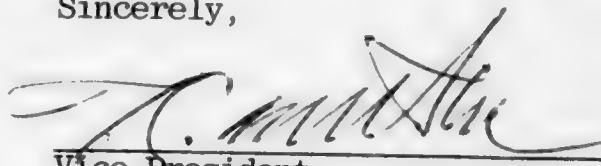
We intend to use as a sub-contractor:

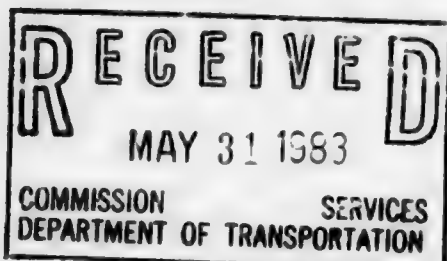
Arrow Brothers Corporation
310 AGC Center
9450 Commerce Circle
Wilsonville, Oregon 97070
503-682-2100

for the following bid items;

Item No.	Description	Quantity	Unit	Unit Price	Amount
19.	Delineator, Type 2	36	ea	20.00	720.00
20.	Delineator, Type 3	20	ea	23.00	460.00
21.	Single Mailbox Supports	1	ea	95.00	95.00
23.	Removal of Existing Sign Install	all	LS	LS	150.00
24.	Wood Sign Posts	all	LS	LS	1,850.00
25.	Sign Support Footings	all	LS	LS	900.00
26.	Single Post Slip Base Sign Supports	all	LS	LS	1,250.00
27.	Signal Pole Mounts	all	LS	LS	750.00
28.	Type A Signs in Place	78	SF	23.00	1,794.00
29.	Type C,D & R Signs in Place	48	SF	10.00	480.00
30.	Type EE Signs in Place	46	SF	10.00	460.00
31.	Type H Signs in Place	13.	SF	10.00	130.00
32.	Type U Signs in Place	15.	SF	18.00	270.00
33.	Move & Reinstall Exist Signs	all	LS	LS	200.00
					<u>\$ 9,509.00</u>

Sincerely,


Vice President



ROAD DESIGN SECTION

DES 16

Frank Terpin
Location Engineer

June 16, 1983

Don
Don Stoudenmeyer

Preliminary Design Supervisor

East McMinnville Intchg.

Salmon River Hwy.

Yamhill County

.....Verateeg	RECEIVED	Do Not File
.....Stoudenmeyer.....	JUN 16 1983	Return To
.....Terpin.....	ROAD DESIGN SECTION	Bring Up
.....Trout.....		Action
.....Wakerlig		

Originally this project was set up as a traffic signal installation and it was not anticipated that Preliminary Design would have to get involved.

When the project was received in Location, it was determined that Preliminary Design should study possible revisions to the plan. Considerable time was spent on this endeavor in 1982, but the setting up of funds to cover 907 charges was overlooked. This was all transpired previously to my taking over this section.

No more charges are anticipated by Preliminary Design (907).

DS:mg

r11 9631 U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. HES-23(5)																																									
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See below																																									
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		4. PROGRAM NO. 5. ITEM NO. 20048																																									
5. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon		2A. COUNTY NAME Yamhill																																									
7. DATE AUTHORIZATION EFFECTIVE 5/4/83		8. FEDERAL ROUTE NUMBER Primary 23																																									
9. STATE ROUTE NUMBER Primary 39																																											
10. GENERAL LOCATION: East McMinnville Interchange Section																																											
11. GENERAL DESCRIPTION OF WORK: Grade, pave, signing and signals																																											
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW: <table style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 50%; vertical-align: top;"> ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY </td> <td style="width: 50%; vertical-align: top;"> ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Temporary Erosion Control \$2,500 Temporary Pavement Striping S.F. \$ 750 Permanent Pavement Striping S.F. \$3,000 State Furnished Signal Program \$ 500 Signal Controller Testing \$2,025 </td> </tr> </table>				☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY	☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Temporary Erosion Control \$2,500 Temporary Pavement Striping S.F. \$ 750 Permanent Pavement Striping S.F. \$3,000 State Furnished Signal Program \$ 500 Signal Controller Testing \$2,025																																						
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13. REMARKS After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate. Mr. Potter's 5/2/83 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of \$289,920 Federal Funds \$260,928. A signed copy of the Title Sheet is returned herewith.																																											
14. DATE 5/4/83		15. SIGNATURE OF APPROVING OFFICIAL 																																									
16. TITLE for Division Administrator		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="8">RECEIVED STATE HWY ENGR</th> </tr> <tr> <td colspan="8" style="text-align: center; padding: 10px;"> MAY 17 '83 </td> </tr> <tr> <td colspan="8" style="text-align: center; padding: 5px;"> REFER TO <i>Potter</i> FOR </td> </tr> <tr> <td style="font-size: 8px;">Info</td> <td style="font-size: 8px;">Inv</td> <td style="font-size: 8px;">R/D</td> <td style="font-size: 8px;">D/R</td> <td style="font-size: 8px;">Sig</td> <td style="font-size: 8px;">Asst</td> <td style="font-size: 8px;">File</td> <td style="font-size: 8px;"> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		RECEIVED STATE HWY ENGR								MAY 17 '83								REFER TO <i>Potter</i> FOR								Info	Inv	R/D	D/R	Sig	Asst	File									
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MAY 17 '83																																											
REFER TO <i>Potter</i> FOR																																											
Info	Inv	R/D	D/R	Sig	Asst	File																																					

ROAD DESIGN SECTION 378-6558

DES:16

Tim Thex, Coordinating Engineer
Environmental Section

April 12, 1983

Don Stoudenmeyer
Don Stoudenmeyer
Preliminary Design Supervisor

Sound Barrier Cost Estimates
E. McMinnville Int. - Airport Road
Salmon River Highway
Yamhill County

1 Versteeg ✓	RECEIVED	Do Not File
Anderson		Return To
2 Adams		Bring Up
Macnab		Action
Stoudenmeyer		
Terpin	APR 12 1983	
Trout	ROAD DESIGN SECTION	
Wackerlig		

A concrete shoulder wall placed at the normal location for a concrete shoulder barrier appears to be the most feasible type of noise wall to construct for Sound Barriers 1 and 2. These walls will need to be designed with a safety barrier on each side of the wall as the walls will be placed within 10 feet of traffic moving in opposite directions. Even though the walls would be located in proposed runs of CM barrier, in a crash situation vehicles tend to protrude over the top of a safety barrier, therefore the noise walls may be subject to damage and create a safety hazard even with the inclusion of the safety barriers.

Sound Barrier 1 - Constructing this 600 foot long noise wall as proposed using the 6 foot high wall will cost approximately \$145,000 or \$240 per lineal foot compared to \$155,000 or \$257 per lineal foot for the 8 foot high wall.

Sound Barrier 2 - Constructing this 1800 foot long noise wall as proposed using the 6 foot high wall will cost approximately \$430,000 or \$240 per lineal foot compared to \$460,000 or \$257 per lineal foot for the 8 foot high wall.

Sound Barrier 3 - The existing earthen berms located east and west of Kingwood St. are located on private property. A construction easement or permit should be obtained to reshape and extend the existing berms as proposed. The berms would then revert back to the property owners after construction. It would require approximately 100 cubic yards of additional material to construct the proposed berms and cost approximately \$4,000.

There would be no apparent adverse impact to the road design by constructing these sound barriers.

DNS:rlr



STATE OF OREGON
HIGHWAY DIVISION

INTRA-OFFICE MEMO
ENV 3

TO J. H. Versteeg
Head of Engineering
FROM *Tim Thex*
Tim Thex, Coordinating Engineer
Environmental Section
SUBJECT Sound Barrier Cost Estimates
E. McMinnville Int. - Airport Road
Salmon River Highway
Yamhill County

DATE: March 16, 1983

RECEIVED

Envir

SECTION

Please provide us with cost estimates for the three sound barriers listed below.

Sound Barrier 1 - This wall is located between the highway and a proposed frontage road. The wall is 600 feet long. Cost estimates are requested for both 6 foot and 8 foot heights. A GM barrier is also located between the highway and the frontage road. The sound wall would probably be an extension of this GM barrier.

Sound Barrier 2 - This wall is located between the highway and a proposed frontage road. The wall is 1,800 feet long. Cost estimates are requested for both 6 foot and 8 foot heights. A GM barrier is also located between the highway and the frontage road. The sound wall would probably be an extension of this GM barrier.

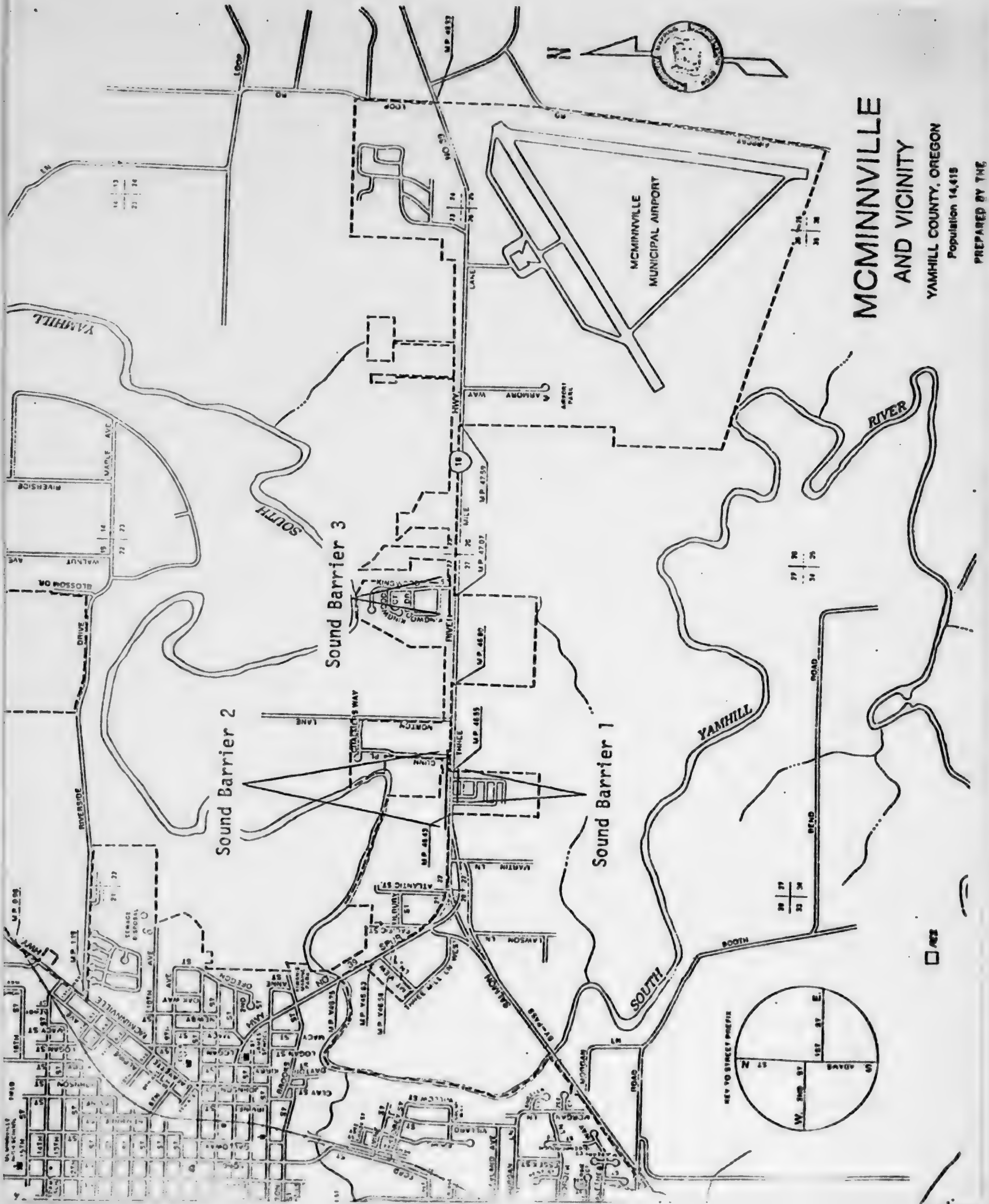
Sound Barrier 3 - This berm is located between the highway and a housing development. The berm is 600 feet long and 6 feet high. This berm replaces an existing 6 foot berm. Most or all of the material should come from this existing earth berm. Additional right-of-way or an easement would be required.

In addition, please provide us with possible alternative engineering designs and any other assessments relating to engineering feasibility. Steve Lindland can be contacted for further information regarding these sound barriers.

SL:lb

Attachment





McMINNVILLE

AND VICINITY

YAMHILL COUNTY, OREGON

Population 14,415

PREPARED BY THE



PROJECT PROSPECTUS
PART 4 - SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION		East McMinnville Interchange-Airport Road Salmon River Highway #39				Yamhill Co.		KEY ID# 32	
SURVEY AUTHORITY						AUTHORIZATION NO. 2		PREFIX 36-1976	
								DATE 2/3/83	
ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	
901 PROJECT MANAGER	\$ 25,000	\$ 25,000	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$ 1,500	\$ 0	
902 CITIZEN'S INVOLVEMENT	500	500	916 PHOTO-GRAMMETRY	6,000	6,000	934 GEOLOGY	500	0	
903 LOCAL GOVERNMENT			918 LOCATION	21,000	21,000	935 SOILS			
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	300	300	
905 FINAL DESIGN	10,000	0	920 PROGRAM MANAGEMENT	300	300	937 HYDRAULICS			
906 BRIDGE DESIGN			921 SPECIFICATIONS	3,000	0	938 REGION ENVIRONMENT	200	200	
907 PRELIMINARY DESIGN	5,000	5,000	922 ADMIN. SERVICES	100	0	949 URBAN STUDIES			
909 RIGHT-OF-WAY DESCRIPTION	10,000	0	923 ENVIRONMENTAL SECTION	80,000	80,000	950 TRAINING	2,000	1,500	
910 REGION GEOLOGIST	1,000	1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE			
911 TRAFFIC SECTION	1,000	1,000	925 AIR MONITORING			960 PERSONAL LEAVE	200	200	
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING	1,000	1,000	
913 RIGHT-OF-WAY LIAISON	5,000	5,000	927 FREE BRIDGE DESIGN			939 7-4-83	979	979	
914 REGION UTIL-ITY LIAISON	1,000	500	932 RAILROAD & UTILITIES	300	0				
						TOTALS		\$ 174,900	\$ 148,500
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		\$ 39,700	
FEDERAL AID PROJECT NUMBER F-23(3)						ADD. AUTH. REQUIRED		\$ 108,800	
LOCATION ENGINEER'S REMARKS									

Approved through design approval.

REFERRED TO

Watson
Cole
Eriksen
Beard
Return Discuss Do File
By FINAL DESIGN ENGINEER

Versteeg
Anderson
Adams
Schubert
Stoudemeyer
Terpin
Frost
Wackerlig

RECEIVED

ROAD DESIGN SECTION

PREPARED BY	DATE	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
Phillip V. Lewellyn	2/3/83	<i>[Signature]</i>	3/30/83
RECOMMENDED, REGION ENGINEER	DATE	APPROVED ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X <i>[Signature]</i>	3-30-83
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X <i>[Signature]</i>	3/29/83	10/16/80	2-28-83



PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Yamhill Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION East McMinnville Intchg-Airport Road
Salmon River Highway #39

REGION

2

SURVEY AUTHORITY

AUTHORIZATION NO.

2

PREFIX

36-1976

DATE

2/3/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$ 25,000	\$ 25,000	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$ 1,500	\$ 0
902 CITIZEN'S INVOLVEMENT	500	500	916 PHOTO-GRAMMETRY	6,000	6,000	934 GEOLOGY	500	0
903 LOCAL GOVERNMENT			918 LOCATION	21,000	21,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	300	300
905 FINAL DESIGN	10,000	0	920 PROGRAM MANAGEMENT	300	300	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	3,000	0	938 REGION ENVIRONMENT	200	200
907 PRELIMINARY DESIGN	5,000	5,000	922 ADMIN. SERVICES	100	0	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	10,000	0	923 ENVIRONMENTAL SECTION	80,000	80,000	950 TRAINING	2,000	1,500
910 REGION GEOLOGIST	1,000	1,000	924 D.O.T.			955 RW RELOC. ASSISTANCE		
911 TRAFFIC SECTION	1,000	1,000	925 AIR MONITORING			960 PERSONAL LEAVE	200	200
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING	1,000	1,000
913 RIGHT-OF-WAY LIAISON	5,000	5,000	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	1,000	500	932 RAILROAD & UTILITIES	300	0			

TOTALS \$ 174,900 \$ 148,500

PREVIOUS AUTHORIZATION \$ 39,700

ADD. AUTH. REQUIRED \$ 108,800

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

F-23(3)

LOCATION ENGINEER'S REMARKS

Approved through design approval.

1. Versteeg
2.
3.
4. Trout
Wakerlig

ROAD DESIGN SECTION

PREPARED BY

Phillip V. Lewellyn

DATE

2/3/83

APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS

DATE

5/31/83

RECOMMENDED, REGION ENGINEER

DATE

APPROVED ASST. HIGHWAY ENGINEER FOR TECH. SERVICES

DATE

X
RECOMMENDED, LOCATION ENGINEER

DATE

5/27/83

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

10/16/80

36-1472

January 14, 1983

Donald D. Porter, Mayor
City Hall
230 E. 2nd St.
McMinnville, OR 97128

The Department of Transportation is proposing a street improvement of the East McMinnville Interchange Section of the Salmon River Highway. This section of highway lies within the McMinnville city limits on the southwest edge of the city. This project will widen the existing highway to a three-lane facility and this will require the acquisition of additional right of way.

In accordance with ORS 373.015, notice is given that we plan to acquire additional right of way within the McMinnville city limits for highway purposes. If you or the City Council have any remonstrances or objections, a public hearing may be held in accordance with the stipulations of the law.

The law requires that if you have objections to the proposed acquisition of right of way, you so indicate within ten days after receipt of this notice. It would be appreciated if you would notify us in writing if there are no objections to the proposal.

A copy of the law referred to and a copy of the map showing the right of way to be acquired are attached for your convenience. If you have any questions concerning the project, feel free to contact me at the address or phone number on the letterhead.

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson, P.E.
REGION 2 ENGINEER

MKS/rgb
attch.

bc: H. S. Coulter ✓
D. H. Moehring
F. E. Terpin

RECEIVED STATE HWY ENGR						
JAN 14 '83						
REFER TO <i>W. E. Schwartz</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
☒	☐	☐	☐	☐	☐	☒

NOTED
W. E. SCHWARTZ

PRO 6

October 12, 1982

Joe W. Dancer
City Manager
City of McMinnville
230 East Second Street
McMinnville, OR 97128

This is to advise you of the results of our reanalysis of the proposed highway safety improvement of the Three-Mile Lane intersection at the East McMinnville Interchange.

We have reevaluated the project using the latest available accident data, and we have made another field review. Although the accident rate has decreased since the lower speed zone was posted in March 1981, accidents of a type preventable by the proposed project are still occurring. Based on the accident data, the project is still justified and many people are still in favor of having the project constructed including officials of both the City and County.

As a result of our findings, we are proceeding with the work of this project.

H. S. Coulter, P.E.
State Highway Engineer

VLT:ds st

bc Fred D. Miller
W. E. Schwartz
E. S. Hunter
L. E. George
C. O. Fredrickson

SAME LETTER TO:

Yamhill County Board of Commissioners
Yamhill County Courthouse
McMinnville, OR 97128

McMinnville Chamber of Commerce
417 North Adams
McMinnville, OR 97128

The Honorable Anthony Meeker
State Senator
P. O. Box 326
Amity, OR 97101

Philip N. Bladine
Editor
McMinnville News-Register
P. O. Box 510
McMinnville, OR 97128



STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: W. E. Schwartz
Assistant State Highway Engineer
Operations Branch

DATE: September 29, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Project
East McMinnville Interchange
Salmon River Highway, No. 39

This is in response to your August 9 memo and the September 16 memo from Dave Weaver concerning the proposed Title II safety project at the East McMinnville Interchange. After obtaining the latest available accident data we re-evaluated this project. Within the limits of the proposed project there are two sections that still have priority indexes greater than the 38.00 necessary to qualify for Title II funding. It is true that the accident rate has decreased since the lower speed zone was posted in March 1981. However, we must agree with you that this is, in all probability, due to the increased enforcement.

There are some minor discrepancies in the information reported in Mr. Bladine's editorial and the information reported to this office. Mr. Bladine reports nine accidents and five injuries between January 1, 1981, and June 30, 1982, in the vicinity of the interchange. In actuality there has been nine accidents and eight injuries reported to this office. Of these nine accidents, seven have occurred since the posting of the lower speed zone; and, of those seven, six may have been prevented by the proposed safety improvements.

Even with the reduction in accidents a benefit/cost ratio of 3.22 may still be realized.

Therefore, it is recommended that this project be continued. A suggested draft for Scott Coulter instructing the Region to proceed with the project is attached.

L. E. GEORGE
MUELL


L. E. George
Traffic Engineer

RTS/dcb

cc: H. S. Coulter w/attachment
E. S. Hunter w/attachment
C. O. Fredrickson

RECEIVED STATE HWY ENGR						
SEP 30 '82						
REFER TO <i>B George</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
		✓				

Mr. Job Bladine

*Draft letter for City, County, C. of C.,
Sen. Meeker & newspaper editor advising them
we are resuming work of project as result of
reanalysis. Wbb*



STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: September 29, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Project
East McMinnville Interchange
Salmon River Highway, No. 39

As you requested, we have investigated the information mentioned in the August 5, 1982, letter from Fred Miller to L. R. Knepper concerning the subject project at the East McMinnville Interchange.

Although the accident rate has decreased, accidents of a type preventable by the proposed project are still occurring. Based on the number of accidents and the severity, the project still has a favorable benefit/cost ratio with an estimated project cost of \$350,000.

Attached are copies of other correspondence concerning the project indicating that many people are still in favor of having the project constructed.

L. E. George
Traffic Engineer

DH/db

Attachments

cc: H. S. Coulter
W. E. Schwartz
C. O. Fredrickson



STATE OF OREGON
Highway Division 378-2626

T39-2

INTEROFFICE MEMO

TO: W. E. Schwartz, P.E.
Assistant State Highway Engineer

DATE: September 16, 1982

FROM: David R. Weaver, P.E. *David R. Weaver*
Region II Traffic Operations Supervisor

SUBJECT: Three-Mile Lane

Recent newspaper articles by Mr. Jeb Bladine of the McMinnville News Register prompted various correspondence suggesting we re-analyze the Three-Mile lane intersection at East McMinnville Interchange.

The current proposal is to modify this intersection and signalize to provide positive traffic control measures at this location. Collision diagrams were obtained, a field review was again made, and local officials and agencies were contacted for input. A summary of the findings is that implementation of this signal is still desirable.

The collision diagram indicates a reduction in accidents. Communication with the various police agencies indicates considerable selective enforcement. The police agencies contacted (State, County, and City), indicated that the accident frequency could resume if enforcement were dropped to a normal level.

Local officials, both City and County, were contacted. They were on record at the Six-Year meetings approving this project and still approve of its concept and implementation. State Senator Anthony Meeker was also contacted, and he too is in concurrence with construction of this project for his constituents and motorists using the area. The McMinnville Chamber of Commerce was also queried and they too were in concurrence with construction.

A field review of this location shows no permanent physical changes that would be responsible for the reduction in accident frequency other than the selective enforcement technique. It would appear that this project is still deserving of construction. Senator Meeker, City and County officials, and the McMinnville Chamber of Commerce, did desire to be notified of any change in the status of this project, and possible construction dates.

DRW/sqh

cc: L. E. George
Rick Kuehn

RECEIVED STATE HWY ENGR						
SEP 17 '82						
REFER TO <i>Bud George</i> FOR						
Info	Inves	R/D	D/R	Sign	Act	File

*- If you concur,
pls. draft response
to Region.*
BR

OREGON STATE HIGHWAY DIVISION

Traffic Engineering

Accident Decoding Request

Requested by: Debbie Bellings Date: 5-5-82

Office Location: Reg 2

Diagram: ✓ Listing: _____

Period From 1-1-77 to 3-4-81 & 3-4-81 to Date

City: Medford

County: Curry

State Highway Number: 39 Route #: CR 18

On Roadway: Salmon River Hwy

At Intersection of: (M.P.)

For Section From: (M.P.) 46.74

To: (M.P.) 46.40

Special Instructions:

Ref. to file

10
5-12-82

Target Date: 5-19-82

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

COLLISION DIAGRAM

Compiled by JA Date 5-12-82

City McMinnville County Yamhill

Intersection of Salmon River Hwy

and

Highway and No. Or 12 Hwy 39

M.P. 46.24-MP 46.40 Period Fr. 11/1/79 To 3/1/81

Indicate North

LEGEND

- Person Killed
- ← Pedestrian Killed
- Person Injured
- △ Pedestrian Injured
- Property Damage Only
- ↔ Collision - Rear-end
- ↔ Collision - Head-on
- ↔ Collision - Sideswipe

Before Study:

- ★ Awaiting Left Turn Fatal: MP. 46.28
- ← Path of Pedestrian cldy 5-23-80
- ← Path of Vehicle Dry 9:30 A.M.
- ← Path of Animal Day 1-K 1-Ind.
- ← Vehicle Moving Ebd car struck Nbd car
- ← Vehicle Stopped
- ← Vehicle Backing Fatal: MP. 46.36
- Properly Parked cir 9-26-80
- Improperly Parked Dry 6:00 A.M. 1-K 3-Ind
- ← Vehicle Overturned Dark
- ← Vehicle Skidded Wbd car struck sbd Log Truck turning West, Car forced into Ebd car on spur

Day 22
Night 2
Total 24

Collision Type	1979				1980				To 3-4-81				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		2	1	3	1	2		3		1		1	1	5	1	7
Head-on																
Rear-end			1	1											1	1
Sideswipe																
Turning Movement		5		5	1	7	1	9		1		1	1	13	1	15
Parking																
Non-collision		1		1										1		1
Fixed Object																
Pedestrian																
Backing																
Misc.																
TOTAL		8	2	10	2	9	1	12		2		2	2	19	3	24

MP 46.26
 Guard Rail
 W. ILLIAMSON

MP 46.28

MP 46.29

MP 46.31

MP 46.36

SPUR

MP 46.36

SPUR
 MP 46.0
 2-81-4P 5-79-11
 3-79-4P
 6-80-4P

1-79-11A 3-21-10A
 7-80-2P 5-80-10A
 5-80-9A 12-80-7P
 3-80-6P 5-79-1P
 1-80-11A

MC
 2-79-3P

10-79-6P
 3-80-1P
 2-80-8A
 9-79-7P

7 7 7 7 7

9-79-3P

MP 46.35

← FEN SPUR →

Salmon River Hwy
 Ore 18 Hwy 39
 MP 46.24 - MP 46.40
 1-1-79 - 3-4-81
 5-12-82

Before Study

Day - 22
 Nits - 2
 Total 24

MP 46.26

Guard Rail

0 0 0 0 0 0

Williamson

MP 46.28

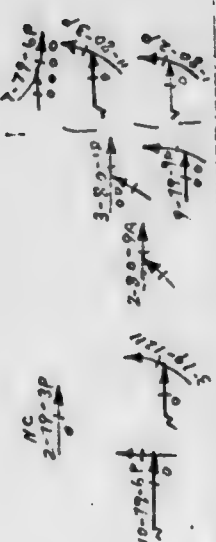
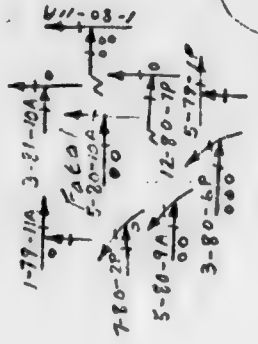
MP 46.29

MP 46.31

MP 46.36

77777

MP 46.24



77777

← EED SPUR →

Salmon River Hwy

ORE 18 Hwy 39

MP 46.24 - MP 46.40

1-1-79 - 3-4-81

5-12-82

Days

Miles

Total

Before Study

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

COLLISION DIAGRAM

Compiled by J.S. Date 5-12-82

City Mc Minnville County Yamhill

Intersection of Salmon River Hwy

and

Highway and No. Ore 18 Hwy 39

M.P. 46.24 - 46.40 Period Fr. 3/1/81 To 11/30/81

Indicate North

LEGEND

- Person Killed
- ←--- Pedestrian Killed
- Person Injured
- △--- Pedestrian Injured
- Property Damage Only
- ←→ Collision - Rear-end
- ++ Collision - Head-on
- ↔ Collision - Sideswipe

After Study:

- ★ Awaiting Left Turn
- △--- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Day 1
Night 0
Total 1

Collision Type	3-4-81 To 11-30-81																TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement			1	1															1	1
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL			1	1															1	1

Williamson

MP 46.28

MP 46.29

MP 46.31

MP 46.36

77777

MP 46.24

Comp # 1400
CMP 46.31

→ ORC 1210 →

10-81-18

7777777



46.35

Martin LN

Salmon River Hwy 30
ORC-12 Hwy-30
MP 46.24 - MP 46.40
3-4-81 - 11-30-81
5-12-82

After Study



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

8

In Reply Refer to
File No.:

Date: October 1, 1982

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project No. HES-23(5)
E. McMinnville Interchange Section
Yamhill County
(Files 52990, 52991 & 52992)

I request your authorization to proceed with the actual acquisition of the above listed files on the subject project. The properties to be acquired are as outlined in red on the enclosed right-of-way map 9B-21-23 and do not involve any relocation assistance.

The estimated total cost of the parcels is \$17,000 with an obligation of \$15,300 in Federal funds.

CL:bks
Enclosures

cc: J. Boyd
F. Lowe
General Files

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

August 27, 1982

J. H. Versteeg
Road Design Engineer

Files 52990, 52991 & 52992
East McMinnville Interchange Section
Salmon River Highway
Yamhill County

Versteeg _____
Anderson _____ RECEIVED
Adams _____
Olson _____
Sullivan _____ AUG 30 1982
Terpin _____
Trout _____
Wakerlig _____ ROAD DESIGN
SECTION

Attached are descriptions (3 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal third quarter of 1983.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

Anderson _____
Adams _____
Olson _____
Sullivan _____
Terpin _____
Trout _____
Wakerlig _____
RECEIVED
AUG 30 1982
ROAD DESIGN
SECTION
Do Not File
Return To
Bring Up
Action



STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
PLA 2

TO: F I L E S

DATE: August 13, 1982

FROM:

Frank E. Terpin
Location Engineer

F.E.T.

SUBJECT:

Team #1 Meeting July 8, 1982
East McMinnville Intchg. Section
Salmon River Highway
Yamhill County

1
2
Anderson _____
Adams _____
Sullivan _____
Terpin _____
Trotter _____
Woolley _____
RECEIVED
AUG 14 1982
ROAD DESIGN
SECTION

Persons in attendance: Glenn Hossner and Bill Kappus, FHWA; Hal Versteeg, Bruce Boyd, Walt Hart, Adrian Olson, John Hanks, Frank Terpin, Pieter Dykman, Chuck Fredrickson and Gerald Wimer.

Project presented by the Region portrayed a revision of the access from the eastbound McMinnville Spur to Martin Lane. This proposal provides an exit ramp from the eastbound spur to Martin Lane, eliminating the existing intersection of Martin Lane and the eastbound McMinnville Spur. This exit ramp intersects Martin Lane and then extends some 500 feet to a right-angle intersection with the Salmon River Highway opposite the access to the Ready-Mix plant at Sta. 696. The eastbound spur would approach this new intersection, proposed to be signalized, adjacent to the eastbound lane of the Salmon River Highway. The construction estimate for this proposal is \$400,000+.

Many alternates have been studied. None appear to be better than this signalized intersection. The Team recommended the signal be traffic-actuated so that traffic on the Salmon River be interrupted as little as possible.

The Team recommended the field plan be adopted but with the addition of a second eastbound lane east of the signals.

FET:ge

cc Attendees



STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
TRA

TO: MEMO
FROM: *W. E. Schwartz*
W. E. Schwartz
Assistant State Highway Engineer

DATE: August 9, 1982

SUBJECT: Editorial
McMinnville News-Register
July 19, 1982

I called editor Jeb Bladine August 6 regarding an editorial which appeared in the McMinnville News-Register on July 19. Subject of the editorial was a proposed highway safety improvement on 3-Mile Lane in east McMinnville.

I advised him that we would take another look at the project to determine if it was still warranted and still had strong local government support due to an improved accident experience which is apparently caused by changed speed zoning.

I told him that we felt the speed zoning was probably effective because of vigorous law enforcement. Should this effort be reduced, the accident experience would return to its former status.

Mr. Bladine is interested in this project and would appreciate being advised of what any reinvestigation and reanalysis of the project disclosed. I suggest that the Traffic Section and Region 2 take another look at the project before doing further developmental work. Region should keep Mr. Bladine advised of our findings.

He is aware that the project is funded under the Title II - Hazard Elimination Safety Program and if the project is no longer warranted, the funds should be assigned to another location.

WES:st

cc Fred D. Miller
H. S. Coulter
L. E. George
C. O. Fredrickson

August 5, 1982

L. R. Knepper
General Manager
Automobile Club of Oregon
600 S. W. Market Street
Portland, OR 97201

CON 21

Thank you for your letter of July 26 and for enclosing the editorial on the McMinnville project. I will ask our Traffic Section to review the statistics and information presented in the editorial and review the project in light of that information.

I think it should be pointed out that as long as rigorous enforcement is applied to keep speeds down, then the accident figures may remain as low as they are. However, it may be that the best way to correct the problem is through permanent road improvement and traffic control

Historically, all of the previous solutions discussed for Three Mile Lane have been major reconstruction projects costing in the millions of dollars. The recent estimate of \$325,000 is a result of the Division's attempts to solve the problem with a more cost-effective solution. And yes, the proposed improvement will be reviewed by the proper staff in the Department before proceeding with any construction.

I am quite puzzled over your remarks on the interchange revisions between the Sunset and Highway 217. The Department does not decide on major projects behind closed doors. We have a rigorous project development process that includes extensive technical analysis, Citizen Advisory Committees, public meetings and hearings. These are routine and serve to insure that the people of Oregon have their say in all matters of transportation system development. Even the no-build alternative is carried through the hearing process.

I am not suggesting that all will be happy with the outcome of the process, but I can assure you that all those wishing to do so have the opportunity to participate.

Fred D. Miller
Director

bc H. S. Coulter
E. S. Hunter
R. N. Bothman
G. A. Potter
C. O. Fredrickson
GAP:lb fn



STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

TO: H. S. Coulter, P.E.
STATE HIGHWAY ENGINEER

DATE: August 2, 1982

FROM: David R. Weaver, P.E. *David R. Weaver*
REGION II TRAFFIC ENGINEER

SUBJECT: Three-Mile Lane

Attached is a rough draft for your consideration for response to Bob Knepper of the Automobile Club of America. A recent letter from the District 3 office to the City of McMinnville regarding part of Mr. Knepper's concern is attached. You may wish to incorporate a response from Region I regarding the US 26 - ORE 217 Interchange. It would also be appropriate to have L.E. George review this response for accuracy, as it pertains to the proposed channelization - signalization at Three-Mile Lane.

DRW/bah
W/Attachment

cc: Rick Kuehn
L. E. George

RECEIVED STATE HWY ENGR						
AUG 4 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File



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SERVING MOTORISTS SINCE 1905

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222-6777

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222-6700

WORLD WIDE TRAVEL
222-6767

SALES
222-6900

INFORMATION
222-6734

INSURANCE
222-6744

July 26, 1982

Fred Miller
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Fred:

A McMinnville AAA member sent me the enclosed copy of an editorial in the McMinnville NEWS-REGISTER dated July 19, 1982. This editorial interested me as it appears from the editorial itself that when some of your engineers and planners make up their minds to do something, they are going to do it whether it's the best thing to do or not.

Fred, there must be some substance to the editorial because why else would it have been written? I would hope that someone in the Transportation Department besides the "Regional Operation Supervisor" would investigate and review the proposed improvement at the Three Mile Lane interchange. I'm sure, Fred, that editorials such as this can only serve to inflame more voters to vote against road user tax increases.

I've heard similar complaints from members who live in the Cedar Hills area who were present at a Transportation Department hearing on the proposed 217-Sunset interchange improvement. The big objection appeared to be the proposal to eliminate the present eastbound egress from 26 to Highway 217 and instead construct a massive concrete, very expensive overpass to accomplish the same purpose. It was also noted at that meeting that apparent bureaucratic planners had the interchange all planned even before they went to the voters and the public apparently only because that is required by law.

I would hope, Fred, that except for the above two projects that there are no others in the state that generate bad publicity and feelings with the voters and taxpayers.

Sincerely,

Bob
L. R. Knepper
General Manager
(503) 222-6747

LRK:dn

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STATE HWY ENGR

JUL 28 '82

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

RECEIVED
DOT DIRECTOR

JUL 28 '82

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

Whatchamacolumn Three Mile Lane project too late

By JEB BLADINE
N-R Editor

Gas tax revenues lag woefully behind highway improvement needs. But ironic as it seems, our Highway Department has to be dissuaded from pushing through expensive roadway "improvements" that are not always all that necessary.

I hesitate, of course, to complain about any Highway Department expenditure in Yamhill County. For the past 10 years people have been complaining about lack of such projects here. So state officials must think it gratuitous to complain when spending is scheduled.

But logic must prevail over spending for the sake of spending. My topic is Three Mile Lane, and an extremely expensive traffic light and interchange realignment planned by the state. Better that the money scheduled for that use be given to McMinnville for financing much-more-needed traffic signalization.

Before explaining this situation, let me digress momentarily to just-completed negotiations for a traffic light installation in South McMinnville.

Financing for the light must come from developers of a shopping center where now sits the roadside portion of Southwest Mobile Terrace. They planned for a \$60,000, five-phase traffic light installation. As required, they paid for an independent traffic engineer's study to verify that such signalization was adequate. The study was done, verification received.

But a Highway Department traffic engineer decided suddenly that turn lanes, realignment of the Hewlett-Packard entrance and related work was necessary. Total cost: \$160,000, all to be borne by the developer.

Outrage, naturally, was rampant at H-P (who didn't want the intersection changed), at City Hall and among developers. It took three months before top brass at the Highway Department finally curtailed their staff's plan to stick one developer with total cost of major highway intersection realignment.

NEXT UP is Three Mile Lane, which for years has been billed as the most dangerous stretch of highway in Yamhill County. Deaths mounted over the years at the interchange, and still there was inadequate response from the state.

The historical record proves that indeed this was Yamhill County's most dangerous roadway. Consider the accidents investigated by our Oregon State Police Office -- others were investigated by the Sheriff's Office -- since 1978:

- OSP officers in 1979 investigated 12 Three Mile Lane accidents involving 24 vehicles, injuring 13 people. Five of those accidents with six of the injuries occurred at the interchange.

- In 1980, the Three Mile Lane stood at two dead, 19 injured in 18 accidents involving 37 vehicles. Ten of the accidents -- including both fatalities and 11 of the injuries -- occurred at the interchange. It was a terrible record of inattention producing considerable human suffering.

- It was in 1980 that local citizens, led by the News-Register and despite the refusal by McMinnville City Council to assist, began a battle to have speed limits reduced in that area. Oregon's Speed Control Board -- despite some staff opposition -- correctly approved the request. In mid-1981, speeds were cut from 55 mph to 45 mph out Three Mile Lane, and from 50 mph to 40 mph at the interchange.

- In 1981, the OSP compiled "transition year" statistics. There were four accidents before and four after the speed change, with a total of four injuries.

NOW COMES the clincher: In the first six months of 1982, Oregon State Police have investigated only two accidents on Three Mile Lane. One was at the interchange in May, with only a minor injury involved; the second was elsewhere on Three Mile Lane in June, with no injuries.

New speed limits -- enforced vigorously by OSP patrolmen -- have made the difference. No longer is there a "Blood Alley" at this entrance to McMinnville. The 10 mph reduction gives motorists the necessary time to make correct driving judgments, and the result has been tremendous savings in life, limb and dollars.

But the state Highway Department has budgeted -- for the fall of 1983 -- a \$325,000 improvement at the Three Mile Lane interchange: \$100,000 for a traffic light and \$250,000 for new roadway channelization. These "extremely rough estimates," said the regional operations supervisor, will be reviewed before any tax money is spent.

"We would be remiss," he said, "if we didn't continue design work up to the point of contract letting. Then we will review the project to see if it is still needed."

Assuming continuation of newly reduced traffic accident counts, it would be a waste of money to spend \$325,000 to correct a problem that seems to have been corrected. The state Highway Department, after doing little to correct the problem for so many years, is a little late with its expensive project.



STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
PLA

TO: F I L E

DATE May 21, 1982

FROM: Frank E. Terpin
Location Engineer *FET*

SUBJECT: East McMinnville Intchge-Airport Road Sec.
Salmon River Highway
Yamhill County

1. Version ☒	RECEIVED	
2. Anderson ☒		
3. Adams ☒		
4. Sullivan ☒	MAY 23 1982	Do Not File
5. Terpin ☒		Return To
6. Trout ☒	ROAD DESIGN	Bring In
7. Wackerling ☒	SECTION	Action

An ID Team #1 meeting was held on May 26, 1982 to discuss the four points set forth in Gary Potter's letter of July 22, 1981, copy attached. Persons present were: J. H. Versteeg, J. B. Boyd, G. W. Wimer, A. D. Olson, Pete Fidler and the writer.

Conclusions reached on the four points were:

- #1 - The draft EIS should be written advancing the "purchase R/W on the south side only" as the preferred alternative but also discuss the "purchase R/W on both sides" as an alternative being investigated.
- #2 - Eight-foot wide shoulders are being considered for the project. These are adequate for use by bicyclists. City may provide any facility they wish to construct.
- #3 - Team considers construction of a continuous 14-foot wide median necessary.
- #4 - Proposal to modify the connection to River Bend Road as an interim measure is being studied. Wimer and Olson to review the proposal and provide decision of what is to be done. Anticipate this information by about ~~July 10, 1982~~.

June 15
H

FET:ge
Attachment

cc J. H. Versteeg
J. B. Boyd
G. A. Potter
C. O. Fredrickson
A. D. Olson
W. N. Hackleman



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT-Highway Division

PROJECT TITLE: McMinnville Interchange Section *YADWILC*

DATE: 3/16-82

The State has reviewed your project and reached the following conclusions:

- ☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and~~
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
- ☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- ☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.
- ☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
Reg.(2)Engr.: C.O. Fredrickson
Dis.(3)Engr.: R.A. Kuehn
B.L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820216-026-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

BEN GIFFORD

RECEIVED STATE HWY ENGR						
MAR 17 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Dale E. Wilken
A-95 Coordinator



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
FEB 19 1982

PNRS STATE REVIEW

DIVISION OF STATE LANDS

Project #: **820216-026-2**

Return Date:

MAR 12 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- () It has no adverse effect.
- () We have no comment.
- () Effects, although measurable, would be acceptable.
- () It has adverse effects. (Explain in Remarks Section)
- () We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (✓) Additional comments for project improvement. (Attach if necessary)

print legibly

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency

Lands

By

Lj. Hoek

Phone Number 8-30-59

9051

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. HES-23(5)
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See below
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 20048	2A. COUNTY NAME Yamhill
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon		
7. DATE AUTHORIZATION EFFECTIVE 3/9/82	8. FEDERAL ROUTE NUMBER Primary 23	9. STATE ROUTE NUMBER Primary 39
10. GENERAL LOCATION: East McMinnville Interchange Section		
11. GENERAL DESCRIPTION OF WORK Preliminary Engineering		
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW		
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC \$20,000 - F.F. \$18,000 ☐ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☐ OTHER (Specify)		
13. REMARKS As requested in Mr. Swan's letter of 2/23/82.		
14. DATE 3/9/82	15. SIGNATURE OF APPROVING OFFICIAL <i>[Signature]</i>	16. TITLE for Division Administrator

IN THE BOARD OF COUNTY COMMISSIONERS OF THE STATE OF OREGON
FOR THE COUNTY OF YAMHILL

SITTING FOR THE TRANSACTION OF COUNTY BUSINESS

IN THE MATTER OF A RESOLUTION)
URGING THE COMPLETION OF THE EAST) RESOLUTION NO. 3-3-82-1
MCMINNVILLE INTERCHANGE PROJECT.) Project-Salmon River Highway OR-18

THE BOARD OF COMMISSIONERS OF YAMHILL COUNTY, OREGON, on the 3rd day of March, 1982, sat for the transaction of County business, in Regular Session, Commissioners Ted Lopuszynski, Robin J. Hamblet and Colin Armstrong being present.

WHEREAS, the Mid Willamette Valley Council of Governments through a procedure established by the Federal Office of Management and Budget, Circular A-95 has requested comments from the Yamhill County Board of Commissioners regarding the proposed EAST MCMINNVILLE INTERCHANGE, a project involving Federal Assistance, to determine whether the project is consistent with comprehensive planning, environmental standards and the sound and orderly development of urban and rural areas, and

WHEREAS, the Yamhill County Board of Commissioners is aware that the purpose of the said project is to improve an unsafe intersection by revising channelization and installation of a traffic signal on the Salmon River Highway at the East end of the East McMinnville Interchange, and

WHEREAS, the Yamhill County Board of Commissioners finds that the proposed project is consistent with comprehensive planning, environmental standards and the sound and orderly development of urban and rural areas, and that it would be in the best interest of the travelling public to improve this East McMinnville Interchange, NOW THEREFORE,

IT IS HEREBY RESOLVED BY THE YAMHILL COUNTY BOARD OF COMMISSIONERS to urge the installation and completion of the East McMinnville Interchange Project at the earliest possible date. DONE this 3rd day of March, 1982 at McMinnville, Oregon.

ATTEST:

YAMHILL COUNTY BOARD OF COMMISSIONERS

CHALRES STERN
County Clerk

Ted Lopuszynski
Chairman TED LOPUSZYNSKI

Patricia A. Mullen
Patricia A. Mullen
Deputy

(Not Available for Signature)

Commissioner ROBIN J. HAMBLET

APPROVED AS TO FORM

by: *Daryl S. Garrettson*

DARYL S. GARRETTSON

COUNTY COUNSEL

Colin Armstrong
Commissioner COLIN ARMSTRONG



Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

8

In Reply Refer to
File No.:

February 23, 1982

PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed
D. E. Swan

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 20048
Project No. HES-23(5)
East McMinnville Interchange Section
Yamhill County

Attached data consists of PR-1 forms with project maps, Authority for Survey, Narrative Report, Collision Diagrams, Traffic Signal Warrant Comparison, other traffic data and sketch maps.

I request authorization to proceed with all phases of preliminary engineering, including utility preparatory work as required at an estimated total cost of \$20,000 with an obligation of \$18,000 in Federal funds.

This project is included in the west end of preliminary engineering project No. F-23(3), which requires a full EIS. The no build option is still viable. However, the section of highway containing this proposed project would rank seventh on the Rural Priority List previously submitted to FHWA.

DRH:bkc
Attachments

cc: L.E. George
C.O. Fredrickson (Region 2)
✓ General Files



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

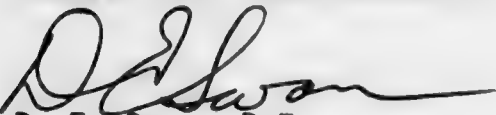
NOTED
H.S. COULTER

In Reply Refer to
File No.:

PRO 6

February 17, 1982

TO: Executive Department
Federal Aid Coordination Unit

FROM: 
D. E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: E. McMinnville Intchge. Sec.
Highway: Salmon River Highway OR-18
County: Yamhill

Mid-Willamette Valley Council of
Governments
ATTN Clearinghouse Coordinator
400 Senator Bldg.
220 High St. NE
Salem, OR 97301

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 29, 1982.

BLG:bke

Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter

W.J. Hart

Reg. 2 Engr.: C.O. Fredrickson

Dis. 3 Engr.: R.A. Kuehn

Aeronautics Division

David Powers, Parks

B.L. Gifford

RECEIVED STATE HWY ENGR						
FEB 17 '82						
REFER TO						
FOR						
Info	Inv	R/D	D/R	Sign	Act	File



OREGON PROJEC. NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only		1-8) PNRS #		Page One	
02	12) APPLICANT	[45]	46) DIVISION	[79]	
	Department of Transportation		Highway		
03	12) APPLICANT ADDRESS STREET	[45]	46) CITY	[60]	76) ZIP [80]
	Transportation Building		Salem		97310
04	12) CONTACT PERSON	[45]	46) AREA CODE [48]	49) PHONE [55]	56) EXTENSION [59]
	D.E. Swan, P.E.		503	378	6563
01	12) PROJECT TITLE [71]				
	E. McMinnville Intchge. Sec.				
11	12) PROJECT LOCATION—CITY	PROJECT LOCATION—COUNTY		PROJECT LOCATION [79]	
	Salmon River Highway OR-18	Yamhill		SEC: T: R:	
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)				
06	12) The purpose of this project is to improve an unsafe intersection by revising [71]				
07	12) channelization and installing a traffic signal on the Salmon River Highway [71]				
08	12) at the east end of the East McMinnville Interchange. [71]				
09	12) [71]				
10	12) [71]				
12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER TOTAL [60]
	12) (A) Grant [19]	20) (B) Other [27]	28) (C) State [35]	36) (D) Local [43]	44) (E) FUNDS [51]
	329,000	-----	36,000	-----	365,000
13	12) TYPE OF OTHER FEDERAL FUNDS (See 12B) [45]		46) TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]		
14	12) FEDERAL PROGRAM TITLE [71]				
	Title 23 USC Highways				
15	12) FEDERAL AGENCY NAME [45]		46) FEDERAL SUB-AGENCY NAME [79]		
	U. S. Department of Transportation		FHWA		
17	(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)				
	STATE ☒ 12	INTER-STATE ☐ 13	COUNTY ☐ 14	CITY ☐ 15	SCHOOL DISTRICT ☐ 16
					SPECIAL DISTRICT ☐ 17
					COMMUNITY ACTION ☐ 18
					SPONSORED ORGANIZATION ☐ 19
					OTHER ☐ 20
	(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)				
	NEW GRANT ☒ 21	CONT. GRANT ☐ 22	SUPPL'T GRANT ☐ 23	INCREASE DURATION ☐ 24	DECREASE DURATION ☐ 25
					CANCELLATION ☐ 26
					INCREASE DOLLARS ☐ 27
					DECREASE DOLLARS ☐ 28
	(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?		(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
	Yes ☒ 29	No ☐ 30	Yes ☒ 31	No ☐ 32	Yes ☐ 33
	Date: Feb. 17, 1982			No ☒ 34	No ☒ 36
	(G) ESTIMATED APPLICATION FILING DATE:		41) MONTH [42]	43) DAY [44]	45) YEAR [46]
			March	29	1982



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

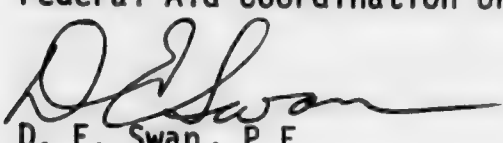
NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO 6

February 17, 1982

TO: Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley Council of
Governments

FROM: 
D. E. Swan, P.E.
Operation Programming Engineer

ATTN Clearinghouse Coordinator
400 Senator Bldg.
220 High St. NE
Salem, OR 97301

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: E. McMinnville Intchge. Sec.
Highway: Salmon River Highway OR-18
County: Yamhill

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Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 29, 1982.

BLG:bke

Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
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W.J. Hart
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RECEIVED STATE HWY ENGR						
FEB 17 '82						
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Info	Inves	R/D	D/R	Sign	Act	File



OREGON PROJEC. NOTIFICATION AND REVIEW SYSTEM

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01	12] PROJECT TITLE [71]								
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	(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)								
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	(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?				(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED		
	Yes No ☒ 29 ☐ 30 Date: Feb. 17, 1982				Yes No ☒ 31 ☐ 32	Yes No ☐ 33 ☒ 34	Yes No ☐ 35 ☒ 36		
	(G) ESTIMATED APPLICATION FILING DATE:				41] MONTH [42] 43] DAY [44] 45] YEAR [46]				
	March				29	1982			



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402

☎ (503) 687-9585

FAX (503) 687-0304

**END
OF
RETAKE**

ADDITIONAL INFORMATION-ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐
 If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Feb. 17, 1982

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE
 GENERAL FUND CASH OTHER FUND CASH IN KIND
 \$ _____ \$ _____ \$ _____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% _____ \$ _____	% _____ \$ _____	% _____ \$ _____
Second Year	% _____ \$ _____	% _____ \$ _____	% _____ \$ _____
Third Year	% _____ \$ _____	% _____ \$ _____	% _____ \$ _____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion
 according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

4ES-23(-)

A. Project Identification:

Date	<u>February 5, 1982</u>		
Section	<u>East McMinnville Interchange Sec.</u>	City	<u>McMinnville</u> Hwy. No. <u>39</u>
Highway	<u>Salmon River</u>	Begin M.P.	<u>46.29</u> Length <u>0.2 mile</u>
County	<u>Yamhill</u>	Program Estimate	<u>\$365,000</u>
Region	<u>2</u>	Funding Source	<u>HES</u>

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of this project is to improve an unsafe intersection by revising channelization and installing a traffic signal on the Salmon River Highway at the east end of the East McMinnville Interchange. The channelization will allow traffic using the eastbound ramp to merge more safely with eastbound Salmon River Hwy. traffic. The signal will allow the left-turn and cross-traffic of the Salmon River Hwy. to make this movement safely. The signal will be placed approximately 300' past Martin Lane so the on-ramp and eastbound highway traffic will be parallel to each other at the signal. All other alternatives had costs that were excessive. This project is a safety project within and will become a part of the total active project, East McMinnville Interchange - Airport Rd. on the Salmon River Hwy.

C. Recommended Project Classification:

Project Class	Documentation	Other Documentation
<u> </u> I	Draft and Final EIS	<u> </u> Wetlands Finding/Analysis
<u> x </u> II	Categorical Exclusion	<u> </u> Endangered Species List
<u> </u> III	Environmental Assessment	<u> </u> Biologic Assessment
		<u> </u> Cultural Resources Survey
		<u> </u> Section 106 Procedures
		<u> </u> Section 4(f) Evaluation
		<u> x </u> Noise Study Report
		<u> </u> Indirect Source Construction Permit

Basis for Recommended Classification:

In accordance with 23 CRF 771.115, this project is considered to be non-major action. The realignment and signal will improve the safety of traffic and have no significant adverse impact to the social, economic, or natural environment.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	<u>Two</u>	<u>Two</u>
Median (Yes/No)	<u>No</u>	<u>Yes</u>
Shoulders (Yes/No, Paved/Gravel)	<u>Paved</u>	<u>Paved</u>
Average Daily Traffic (Volume and Year)	<u>8,300 (1980)</u>	<u>15,800 (200)</u>
Alignment (New, Combined, Existing)	<u> </u>	<u>Existing</u>
Speeds (Posted and Estimated)	<u>55</u>	<u>45</u>

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	<u>1.0</u>
Estimated Number of Parcels	<u>1</u>
Residential Relocation (No.)	<u>0</u>
Business Relocation (No.)	<u>0</u>

Describe: One acre of agricultural land will be needed for realignment of the highway eastbound off-ramp and existing street access to the signalized intersection.

2. Estimated Impact on Land Use:

The only impact will be to a farm field. There is no development in the immediate area.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No change in traffic volume due to project but the project will improve the flow, patterns, and safety.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None identified.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None in the area.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

The critical concern is the unsafe intersection and merging of traffic at the east end of the interchange.

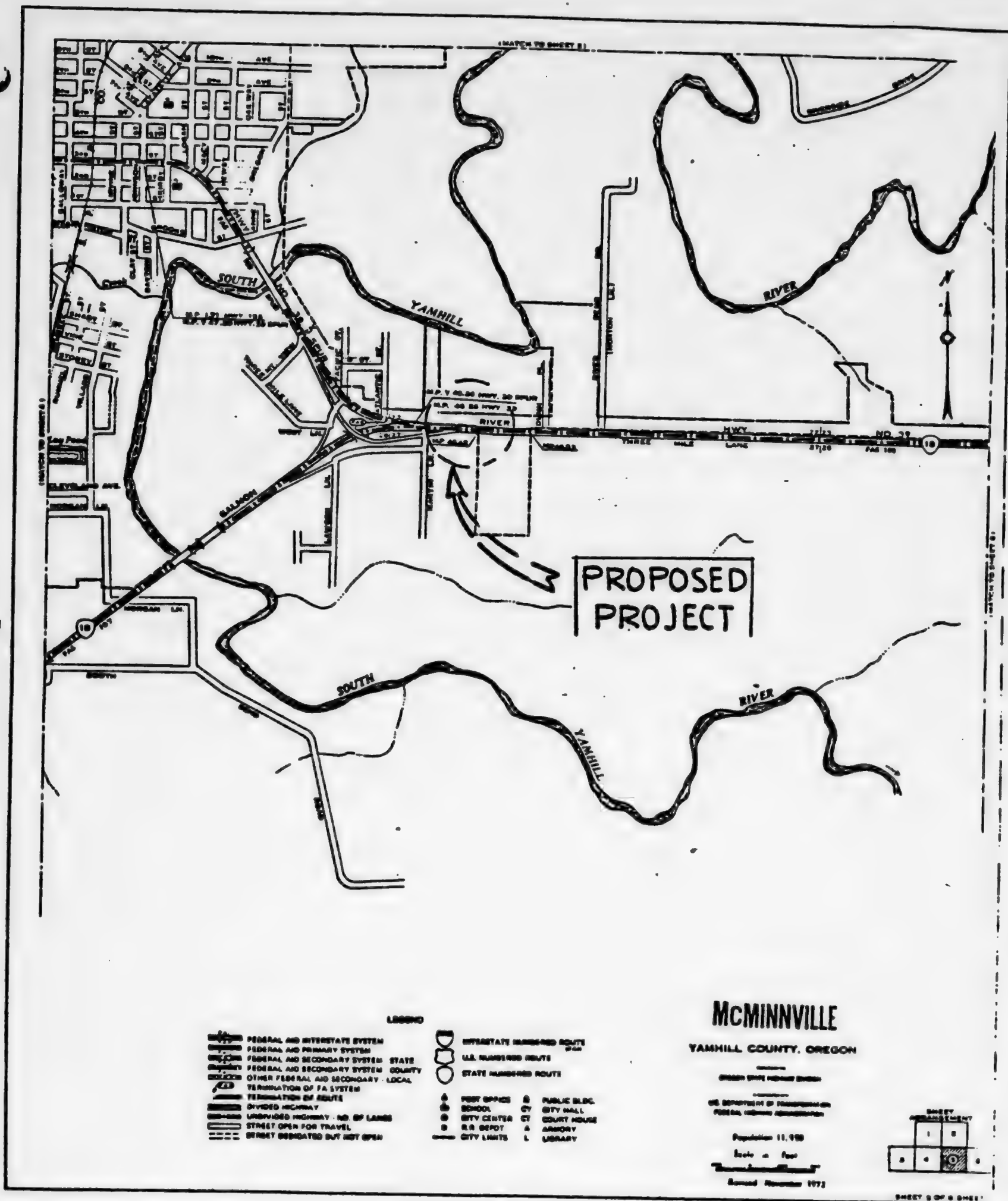
Name of Preparer and Phone Number:

Chuck Pietrok
Chuck Pietrok

378-2626

(Attach Project Location Map)

(10-14-81)



39 ✓

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS OREGON DEPARTMENT OF TRANSPORTATION LOCATION UNIT

DATE
PREFIX

1 - IDENTIFICATION

PROJECT NAME East McMinnville Interchange Section			
HIGHWAY NAME Salmon River			HIGHWAY NUMBER 39
REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Yamhill	CITY McMinnville
LENGTH 0.2	MILEPOST NUMBER 46.29 TO 46.49		☐ RURAL ☒ URBAN
LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO		IF YES, UNIT OF GOVERNMENT	
TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER Title II - Hazard Elimination			
METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER			
TYPE OF WORK ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER			

PROJECT DESCRIPTION

Revise channelization and install traffic signal on the Salmon River Highway at the East McMinnville Interchange. The actual signal location is proposed across from the Burch Concrete yard entrance with a westbound left turn refuge lane on the Salmon River Highway. The through eastbound lanes of the Salmon River and the 3-Mile Lane overcrossing should be merged westerly from the signal. A new connection will be made on the southerly side of the Salmon River at the signal. This will serve the local traffic for Martin Lane, the new logging supply bilding and the Lawson Lane area.

1 Versteeg ✓
2 Anderson
3 Christensen
4 Olson
Sullivan
Torpin
Trotter
Wokring

RECEIVED
DEC 07 1981
ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 8300 - 1979		PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)					
LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
	PROPOSED	☐	☐	☐	☐	☐	☐
DESIGN SPEED (MPH) 45	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY					

APPROVED
Frank E. Perpin
Location Engineer
Date 11/20/81

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12-foot	2 - 12-foot
SHOULDERS	8-foot $\pm$	2 - 8 foot
MEDIANS	none	1 - 14-foot
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	8' shoulder adequate
INTERCHANGES	existing	modify existing
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☒	☐	☐	Access Control	☒	☐	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☒	☐	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☐	☒	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream _____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Tele. power-gas

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review	☒	☐	☐

4 - WORK ITEMS

	APPLICANT	TO BE PERFORMED BY STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	—
CORRIDOR APPROVAL	()	—
FIELD SURVEY	(6)	2
PRELIMINARY DESIGN	()	—
DESIGN APPROVAL/FINAL EIS	()	—
RIGHT-OF-WAY DESCRIPTIONS	()	1
RIGHT-OF-WAY ACQUISITION	(6)	—
P.S. & E. DOCUMENTS	()	4

RECOMMENDED CONSTRUCTION DATE

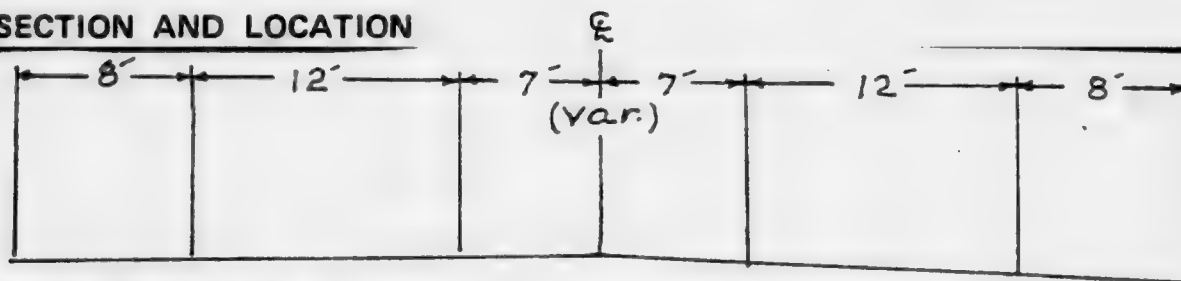
late 1982
(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C Base and wearing C.T.B.	4" 12"	2"

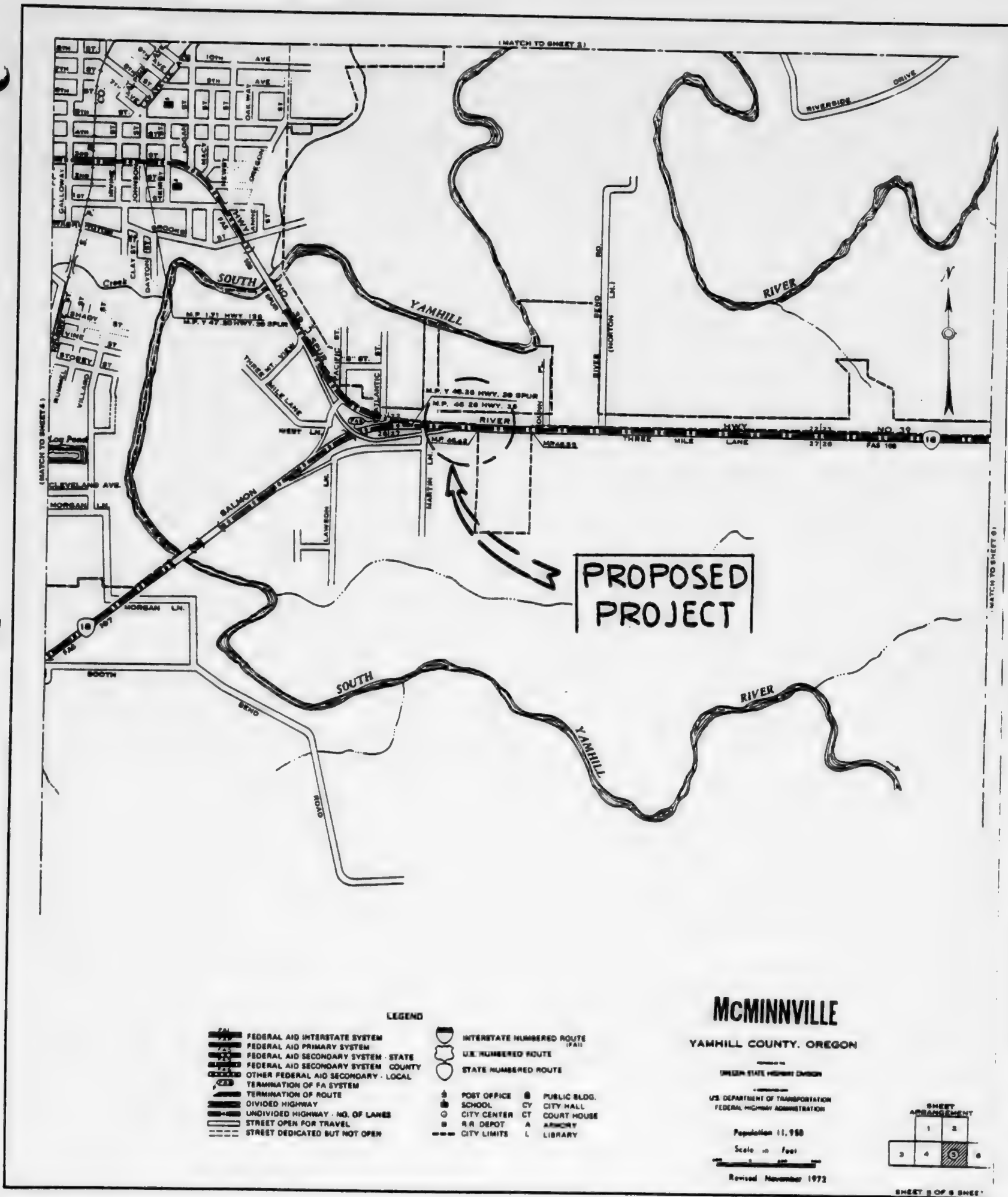
7 - TYPICAL SECTION AND LOCATION



8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	25 000	
RIGHT OF WAY	10,000	
TRAFFIC CONTROL	85,000	
ILLUMINATION	20,000	
STRUCTURES		
RAILROAD		
ROADWAY	175 000	
OTHER		
ENGINEERING & CONTINGENCIES	50,000	
PROJECT TOTAL	365 000	

SUBMITTED BY _____



NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

39

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME East McMinnville Interchange-Airport Road					
HIGHWAY NAME Salmon River				HIGHWAY NUMBER 39	
REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Yamhill	CITY		
LENGTH 2.2	MILEPOST NUMBER 46.3	TO 48.5	☒ RURAL	☐ URBAN	
LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO		IF YES, UNIT OF GOVERNMENT			
TYPE OF FUNDS ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER					
METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER					
TYPE OF WORK ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER					
PROJECT DESCRIPTION					

The westerly end of the project is the junction with the McMinnville spur, MP 46.3. The easterly end is the loop road at the east city limits, MP 48.5. The length of the project is 2.2 miles. The overall purpose of the project is to provide plans for the expansion of the existing 2 and 3-lane facility into a 4-lane roadway with a continuous left-turn median to provide additional capacity for an anticipated growth in traffic volumes. Two build alternatives will be considered. One to widen equally on both sides and the other on the southerly side only. The "do nothing" alternative will be considered also.

The immediate purpose of the survey is to establish R/W boundaries such that purchase may be considered.

1. Versteeg
2. Anderson
3. Christensen
Sullivan
Terpin
Trout
RECEIVED
SEP 12 1980
Do Not File
Return To
Erving
ROAD DESIGN
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 - 7,800		PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)					
LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
	PROPOSED						
DESIGN SPEED (MPH) 55	DESIGN STANDARDS AASHTO		TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY				

APPROVED
Frank E. Terpin
Location Engineer
Date 8/11/80

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	two - 12'	four - 12'
SHOULDERS	two - 4'	two - 8'
MEDIANS	intermittant - 12'	one - 14'
PARKING LANES		0
SIDEWALKS		0
BIKEWAYS		shoulder bikeway
INTERCHANGES		0
OTHER:		0

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☒	☐	☐
Frontage Roads	☒	☐	☐	Access Control	☒	☐	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☐	☒
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☐	☐	☒
Stream _____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☐	☒
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☐	☒	Coast Guard	☐	☒	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☒	☐	☐	Building	☐	☒	☐
Relocations	☐	☐	☒	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☐	☒
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☒	☐	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☐	☒	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☒	☐	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing _____	☒	☐	☐	Requires Photogrammetry	☒	☐	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☒	☐	☐

Type WATER, SEWFR, POWER, TELEPHONE, GAS

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	N/A
CORRIDOR APPROVAL	()	N/A
FIELD SURVEY	(16)	4
PRELIMINARY DESIGN / DEIS	()	8
DESIGN APPROVAL/FINAL EIS	()	8
RIGHT-OF-WAY DESCRIPTIONS	()	3
RIGHT-OF-WAY ACQUISITION	()	10
P.S. & E. DOCUMENTS	()	5

RECOMMENDED CONSTRUCTION DATE

(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

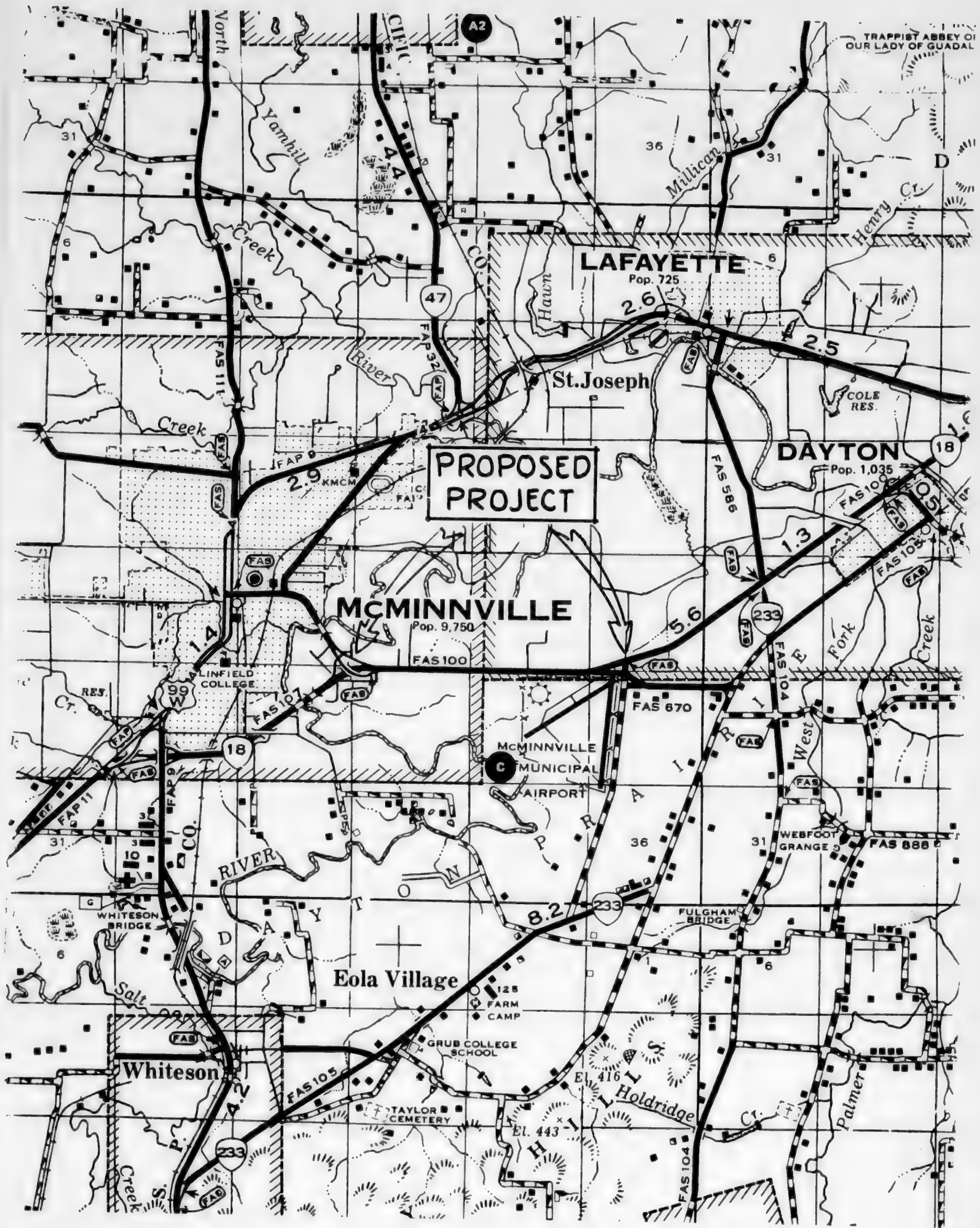
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	\$ 42,000	\$ 158,500
RIGHT OF WAY	575,000	575,000
TRAFFIC CONTROL		50,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		3,000,000
OTHER <u>misc.</u>	100,000	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	\$ 717,000	\$3,783,500

SUBMITTED BY _____



OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

January 20, 1976

FILE:

FROM: L. W. R. Rhen
Project Management Engineer

SUBJECT: East McMinnville Interchange
Hwy. 39
MP 45.88-48.53

TO: R. L. Schroeder
Assistant State Highway Engineer

The subject section of the Salmon River Highway is not in our Six Year Construction Program. The deficiency rating does indicate a need for improvement.

The District 3 Council of Governments proposed an improvement of the section with bond monies and gave the project their priority #6. It is not possible to fund this project with the first sale of bonds and future sales are now doubtful. There are a number of surveys being pursued throughout the state on the more deficient sections and information obtained from these surveys will be utilized in future programs. A survey of this section of the Salmon River Highway has been programed. Ultimate improvement of the section will be considered along with all other project proposals sometime in the Spring for possible incorporation in the next Six-Year Construction Program.

LWR:ljt

cc: E. S. Hunter

RECEIVED PROJECT ENGR						
JAN 20 '76						
REFER TO						
FOR						
Info	Inv	D	R	Sign	Act	File

RECEIVED
JAN 20 1976
Office of
Assistant State Highway Engineer

1-21-76

Frederick
This job will be considered for
inclusion in the next 6 yr program.
I expect it to come up at public
hearings strong enough to make the list.
Ed,

McMinnville, Oregon
News-Register
(Cir. 2XW.6,399)

SEP 3 1975

Editorial

Allen's P. C. B. Est. 1888

Dangerous roadway

Serious traffic hazards existing from the Highway 18 stretch along Three Mile Lane between the airport and the city interchange southeast of the city is not a new story for people in this community. Since construction of the overpass and interchange several years ago the Highway Department has made abortive attempts to cure part of the problem at the interchange but the carnage continues.

The near fatal accident two weeks ago between a pickup truck and a heavy chip hauler was the latest in a long series of mishaps which have taken numerous lives and caused many injuries. Police records detailed in last Friday's News-Register report on the highway only serve to re-emphasize fact that attention is demanded by the state highway body.

Although the critical hazards existing on one of Oregon's heaviest traveled roadways are well known, the department has failed to include remedial action in its six year program. Unless local citizens and civic groups can voice enough concern there will be no solutions developed until after many more accidents and probable deaths have occurred.

The state has adequate land to widen the roadway to four lanes, a program certainly warranted by tremendous traffic counts recorded -- particularly during heavy weekend periods in the summer months. Studies of Oregon's highway system in the 1950s, when the Portland-Salmon River Highway Assn. was formed, marked the highway to the coast as one of the most deserving in Oregon for modernization. As any resident of the area knows, only short stretches of the 99W-Ore. 18 arterial have received the attention those studies showed essential.

State Police officers report 31 accidents in the first six months of 1975 between the junction and the airport. As we approach months of poor visibility and highway conditions, the toll will continue to mount. It is time concern for the roadway condition and the extremely hazardous design of the interchange be recognized by Highway Department officials and prompt action taken to ease a critical problem.

*Roger-ham
VISTICA pull a
3 yr coll diag for
the section*

40-53 10/6/75

*mp 45.53
45.59
40.56*

6-19-74

3:30 pm.

Serry -

NOTED
E. S. HUNTER

Mr. Kvarsten - Mid Valley Comm.
re: 3 mile lane -

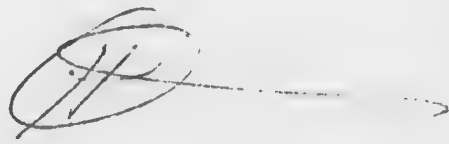
Project \$785,650⁰⁰ incl. R/w, Const
& partial interchange.

Report - Recognises that the Money
is not the total project.

thought might cover R/w acquisit.
Prelim. Design and Partial Const.

Land is now farm land and
Proposed Development in area could
raise R/w prices.

Do the Best you Can. if more
info. necessary call him.



cc E. S. Hunter ✓ w/attach
Vic Wolfe " "
Flayed Lacey " "

Per your request
E. S. Hunter

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Salem, Oregon

June 11, 1973

C. O. Fredrickson
Regional Engineer

E. S. Hunter
Assistant State Highway Engineer

McMinnville Interchange

The McMinnville Interchange has been the subject of much investigation through the past 12 or 14 months. Recently Senator Meeker has been inquiring as to the status of the project. Ralph Sipprell has adequately answered his inquiry.

Mr. James S. Green of McMinnville has, however, continued to inquiry about the proposed improvement. Please contact Mr. Green and explain to him the status of the project.

I would also suggest that you bring your thoughts to a conclusion and recommend the improvement you feel necessary soon in order that we can put them on our funding program.

The attached photographs were taken by Mr. Green and need not be returned.

ESH:jf
Attachment

cc: F. B. Klaboe
A. E. Johnson
Ralph Sipprell



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

May 25, 1973

GEORGE M. BALDWIN
Administrator of Highways

Senator Anthony Meeker
406 State Capitol
Salem, Oregon

NOTED
F. B. KLABOE

Dear Tony:

In response to your May 17 inquiry as to the status of the East McMinnville Interchange, the Regional office (as I recently told Mr. Green) had come up with a design to alleviate the intersection problem at Martin Lane by making a new connection west of the overpass. The project would be done under the Minor Betterment Program during the coming biennium, there being insufficient funds available for this purpose during the current biennium.

Since we could not get to the project until the next biennium anyway, (this assumes that our budget is passed without drastic reduction) there have been some second thoughts about the redesign of the intersection and it is again under study, with the possibility that the design may be modified somewhat. I will try to keep you advised as to developments.

Very truly yours,

R. B. Sipprell
R. B. Sipprell
Liaison Engineer

RBS:ob
bcc - F. B. Klaboe ✓
A. E. Johnson
E. S. Hunter
Bud George
C. O. Frederickson

RECEIVED STATE HWY ENGR						
MAY 25 '73						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

914 59

8

February 6, 1973

Mrs. Marie Peters
Route 1, Box 123E
McMinnville, Oregon 97128

Dear Mrs. Peters:

This is in reply to your letter of January 16 requesting information on a proposed improvement on the Salmon River Highway (Dayton Road).

We have found a property on our right of way map at the East McMinnville Interchange which shows the owner as Lloyd and Marie Peters. We assume this is the property to which you refer. There is a proposed improvement planned at this interchange and it is anticipated that the work will be done this summer. Plans have been prepared. The need for additional right of way is not anticipated.

If further information is needed, please let us know.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

DEK/VDW:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

McMinnville Oregon

Jan 16 - 1973

Oregon State Highway Dept.
Salem, Ore. 97310

REFERRED TO
Admin
BY SECRETARY

Dear Sirs;

I was told last year by a neighbor Mrs. Gease
the the State will build a road here to by pass a curve
which would take some of the land here. not too many
people know about this. I would like to know the
truth. (This is East of town "Dayton road." to get less
traffic around the Overpass etc).

Sincerely
Mrs. Marie Peters
R. 1, Box 123 E

McMinn-Ore. 97128

RECEIVED STATE HWY ENGR						
JAN 18 '73						
REFER TO						
FOR						
Info	Inv	R/D	D/R	Spec	Act	File

RECEIVED
JAN 22 1973
LOCATION
SECTION

RECEIVED
JAN 18 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
JAN 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

36-1428 *g*

9459
[D] F E F I W - [D]
JAN 5 - 1972
FORM 6-30 (REV. 10-69)
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 29, 1972

Salem, Oregon

SUBJECT: East McMinnville Intch. Modification
Salmon River Highway

To: E. S. Hunter
ASST. STATE HIGHWAY ENGINEER

In checking the East McMinnville Interchange, I find that the plans are being modified in the Design Section. It does not appear that major changes will be required in the design. If we can get this design out, I can see no reason that we can't do the grading with State forces and write a PA for the paving and have this job completed by, say, July 1st. We will make every effort to have it completed by this time, provided the plans get out within the next week or two.

J. B. Boyd
J. B. Boyd
REGIONAL ENGINEER

JBB/sr

cc: Frank Hall

NOTED
E. S. HUNTER

RECEIVED
JAN 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1972

FOR FILING

<i>To sent</i>
<i>Trap</i>
<i>Shall</i>

September 21, 1972
Salem, Oregon

East McMinnville Interchange
Salmon River Highway
Yamhill County

Mr. J. B. Boyd
Mr. J. B. Boyd
Region Engineer
East Salem Highway Building

D I V I S I O N

Attached is a plan sheet covering the approved revision to the subject interchange.

Please determine if right of way is needed and recommend procedure of construction. We should try to get this project built as soon as possible.

E. S. Hunter
Assistant State Highway Engineer

Attachment

cc: F. B. Vlaboe
Frank Hall

OREGON STATE HIGHWAY DIVISION

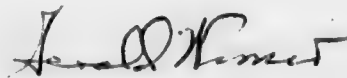
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
 September 5, 1972

To: Adrian Olson
 PRELIMINARY DESIGN ENGINEER

SUBJECT: Signing for Revised East
 McMinnville Interchange
 Salmon River Highway

As you requested, we have reviewed the signing plans for this revised intersection and are in concurrence with them on all points except one. We feel that some thought should be given to moving the "McMinnville Next Left" sign further to the west to warn drivers of this required left turn at an earlier point.



Gerald Wimer
 REGIONAL CONSTRUCTION ENGINEER

RK/lt

cc: L. E. George

Melt A. Olson <i>WEL</i> Terpin Scott Swenson R. Olson Trout <i>W</i>	RECEIVED SEP 6 1972 DESIGN SECTION	Requires Reply ☐ Requires Approval ☐ Receiver Keep ☐ Do not File ☐ Return To _____ Bring Up _____ Other _____
---	---	---

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: August 21, 1972

To: Frank Hall
Design Engineer
B U I L D I N G

ATTN: D. N. Stoudenmeyer

FROM: *L. E. George*
L. E. George
Traffic Engineer

SUBJECT: Sign Plans
Salmon River Highway
East McMinnville Junction

In response to your request, attached are four copies of a sign plan for the above location. This plan shows the changes that will be necessary if the proposed left-turn channelization at the westerly end of the interchange is constructed.

VPJ:sv

Attachments

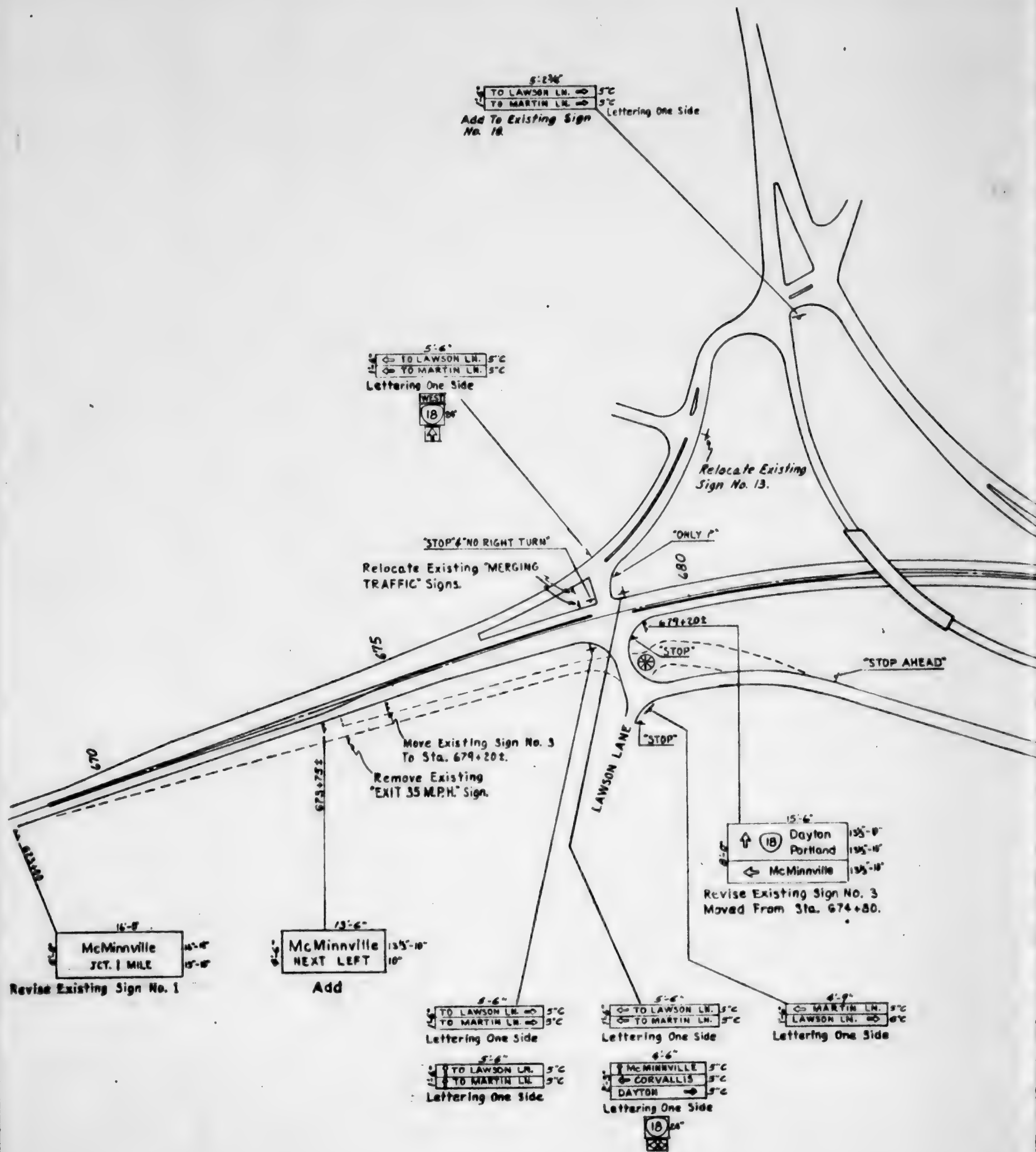
1	Hall	☒
2	A. Olson	☒
	Tespin	
	Scott	
	Swenson	
	K. Olson	

RECEIVED
AUG 22 1972
DESIGN SECTION

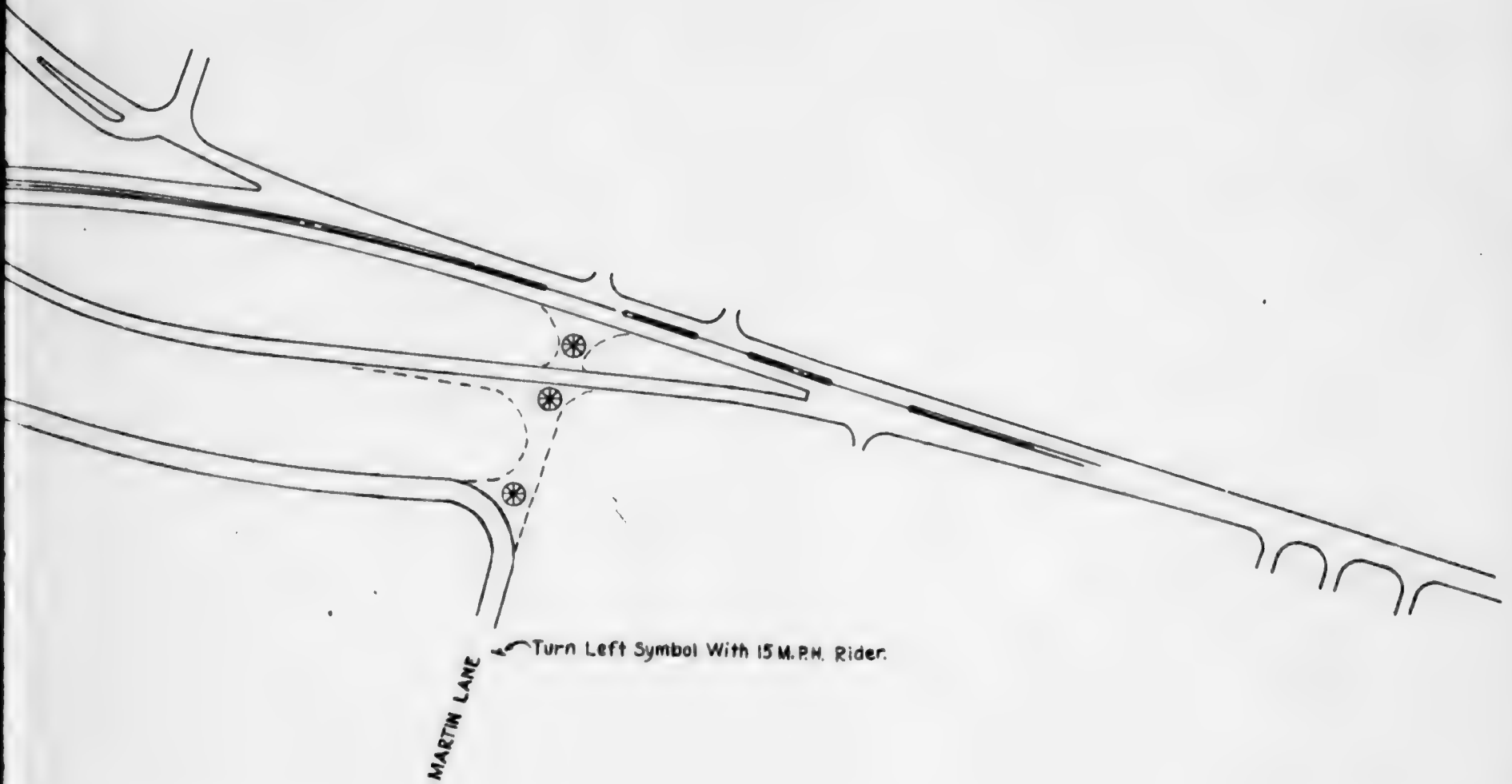
Requires Reply ☐
 1. S. L. S. Approval ☐
 2. Review of P ☐
 3. Review of E ☐
 4. Review of S ☐
 5. Review of B ☐
 6. Review of O ☐

one set to Region 2 for review & comment.

ad. 8/28/72



Scale 0 100 200 Feet

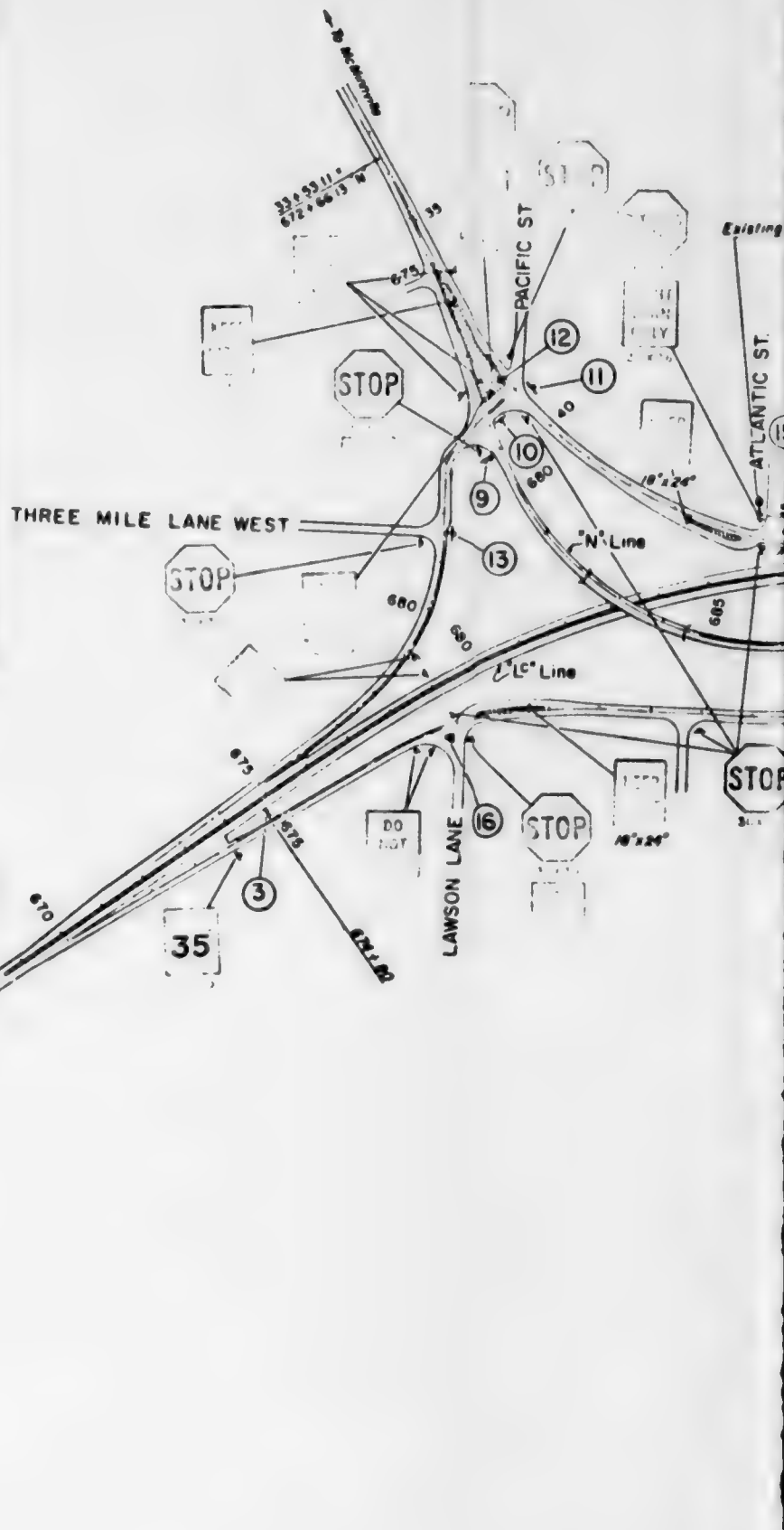


NOTES:

- ⊗ All existing signs at these intersections to be removed.
- All signs not shown to remain in place.

Posts

Station	Sign No.	No Posts Reg'd	Size and Type	Length	Spacing	Minimum Foundation Depth	Remarks
623 + DOR	1	2	8' x 4" B 10"	12'-0"	9'-8"		
661 + DOL	2	2	8' x 4" B 10"	11'-6"	9'-8"		
674 + BOR	3	2	8' x 10" Wood S4S	24'-0"	9'-4"	10'-0"	
686 + BS L	4						Mount on Butterfly Sign Structure
686 + BS L	5						Mount on Butterfly Sign Structure
713 + BOR	6	2	4' x 6" Wood S4S	16'-0"	4'-10"	4'-0"	
713 + SOL	7	2	6' x 8" Wood S4S	20'-0"	6'-4"	7'-0"	
	8	2	8' x 8" Wood S4S	22'-0"	9'-4"	9'-0"	
	9	2	8' x 10" Wood S4S	28'-0"	7'-10"	10'-0"	Directional Marker Assembly on Both Posts
	10	1	8' x 6" Wood S4S	16'-0"		8'-0"	
	11	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	12	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	13	1	6' x 6" Wood S4S	16'-0"		6'-0"	
	14	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	15	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	16	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	17	1	6' x 6" Wood S4S	16'-0"		6'-0"	
	18	1	6' x 6" Wood S4S	16'-0"		6'-0"	
	19	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	20	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	21	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	22	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	23	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	24	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	25	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	26	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	27	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	28	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	29	1	4' x 4" Wood S4S	14'-0"		4'-0"	
	30	1	4' x 4" Wood S4S	14'-0"		4'-0"	
713 + SOL	33						Mount below Sign 7.



EAST McMinnville Interchange

SCALE 0 100 200 400 800 FEET

See S-215 for Sign Details

N

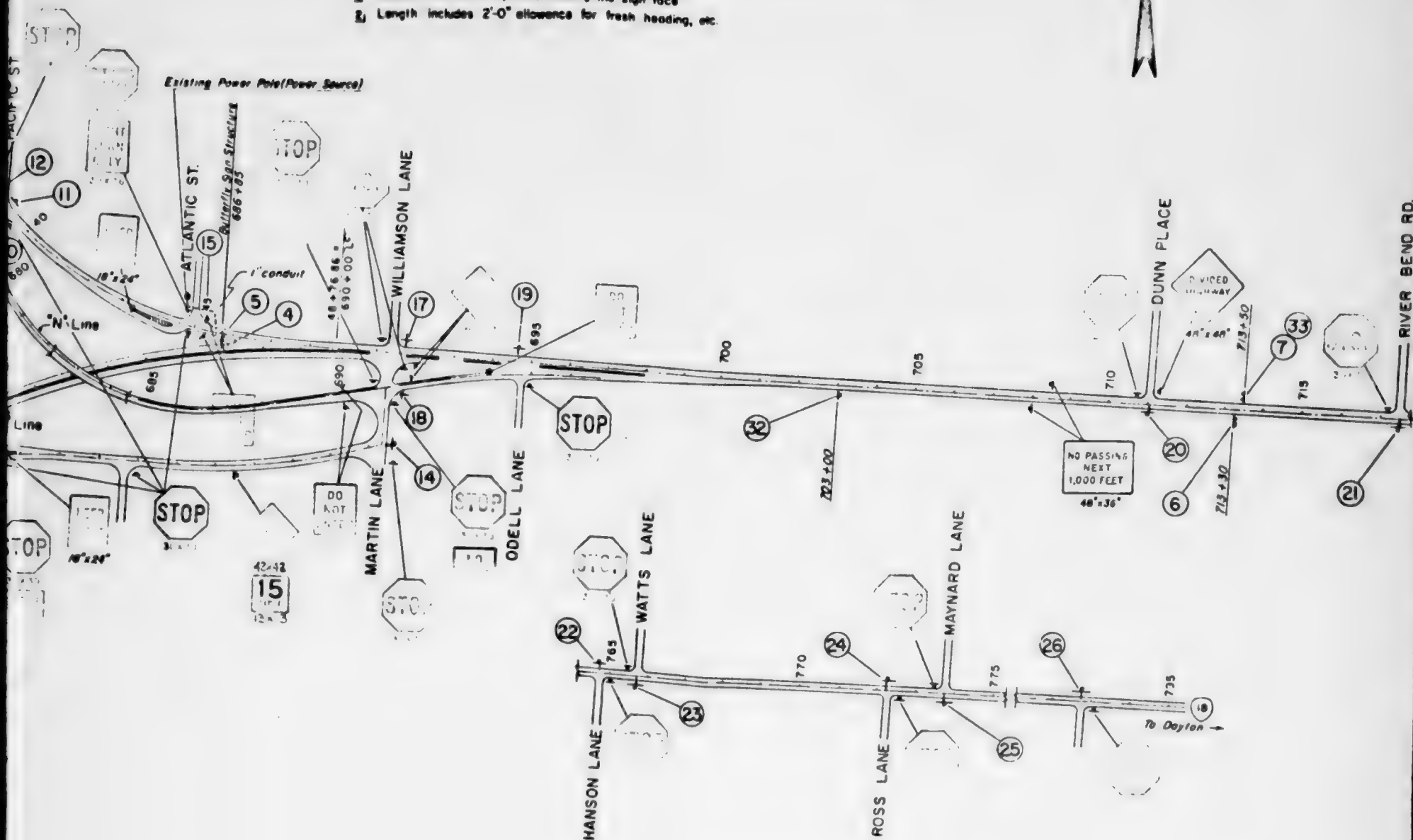


Post Stubs

Station	Sign No. & Post Location	Size and Type	Length 2)	Spacing	Finished Height Above Pavement Edge	Dist from Edge of Shoulder to Stub
623+00R	1-L	8" BP 36"	15'-0"	9'-0"	1'-0"	3'-2"
	1-R	8" BP 36"	22'-0"	9'-0"	1'-0"	14'-10"
661+00L	2-L	8" BP 36"	18'-0"	9'-0"	1'-0"	3'-2"
	2-R	8" BP 36"	23'-0"	9'-0"	1'-0"	14'-10"

1) Location of stub or post as facing the sign face

2) Length includes 2'-0" allowance for fresh heading, etc.

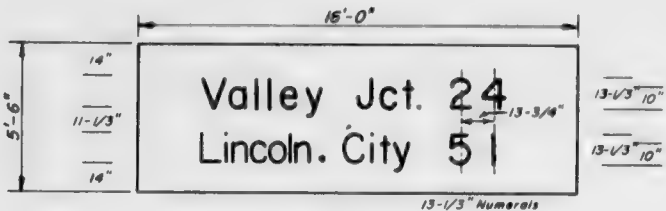


10/70 Revised Signs 7 & 13; Added Sign 33.
 4/65 Revised Sign 3
 3/65 Revised Sign 2
 12/64 Revised Signs 4 & 13
 11/64 Deleted Sign 8 Revised Sign 9
 As Constructed 10-64
 Contracted 6-62

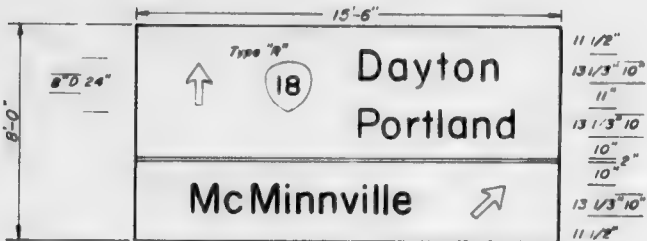
APPROVED: TRAFFIC ENGINEER 71357 DATE 5/21/62	OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION SIGNING INSTALLATION McMinnville Section THREE MILE LANE HIGHWAY (ORE 10) YAMHILL COUNTY DATE May, 1962
118006 NO 2-214	



Sign ①
Type "A"



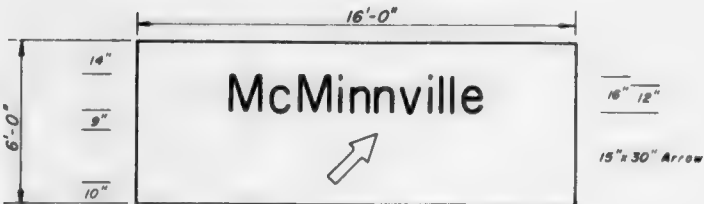
Sign ②
Type "A"



Sign ③
Type "A"



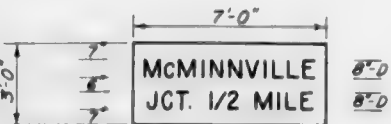
Sign ④
Type "A"



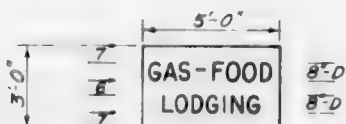
Sign ⑤
Type "A"



Sign ⑥
Type "A"



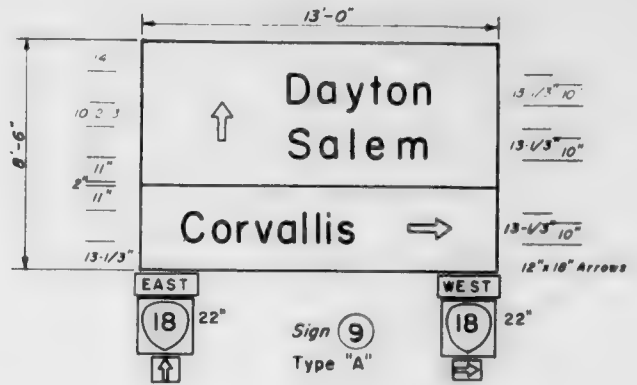
Sign ⑦
Type "U"



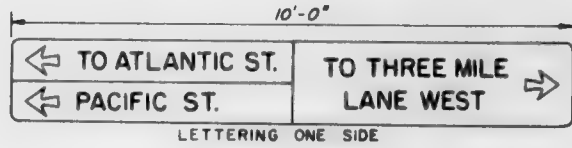
Sign ③③
Type "V"

Deleted

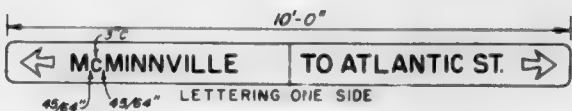
Sign ⑧



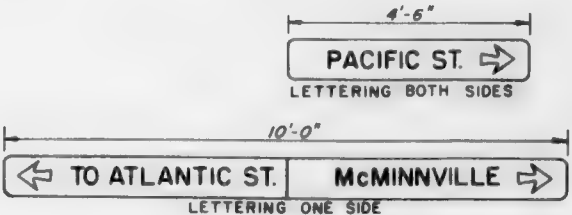
Sign ⑨
Type "A"



Sign ⑩
Type "P"



Sign ⑪
Type "P"

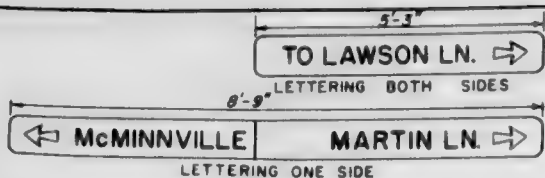


Sign ⑫
Type "P"



Sign ⑬
Type "U"

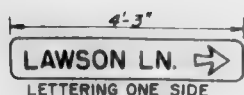
EAST McMinnville Sign Details for S-214



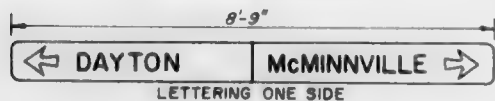
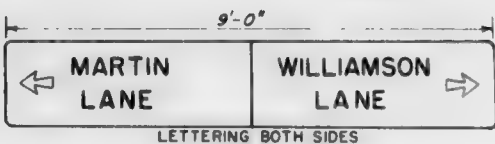
Sign 14
Type "P"



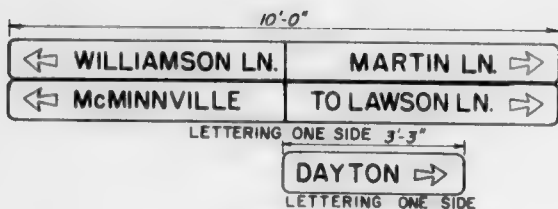
Sign 15
Type "P"



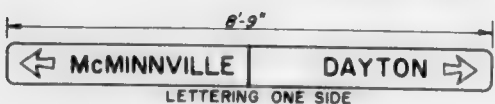
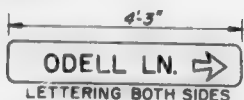
Signs 16
Type "P"



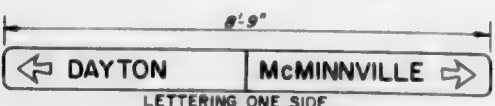
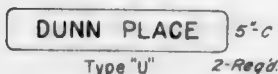
Sign 17
Type "P"



Sign 18
Type "P"

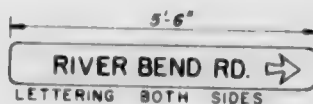


Sign 19
Type "P"

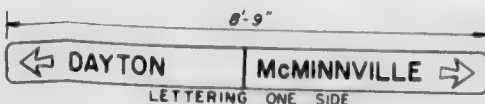


Sign 20
Type "P"

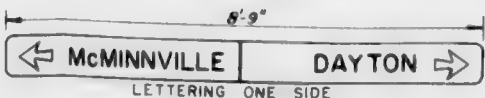
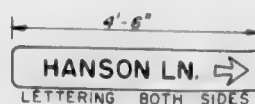
Note: Spacing and Letter Size as shown on Sign 11 for "McMinnville" also applies to signs 12 thru 14 and 17 thru 26.



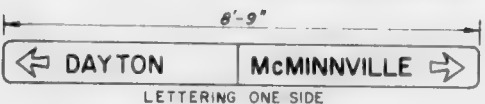
Sign 21
Type "P"



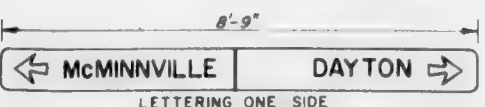
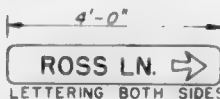
Sign 22
Type "P"



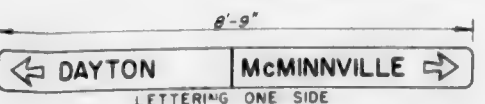
Sign 23
Type "P"



Sign 24
Type "P"



Sign 25
Type "P"



Sign 26
Type "U"



Signs 27, 28
Type "P"



Signs 29, 30
Type "P"



Sign 31



Sign 32

3/71 Revised Sign 26
10/70 Revised Signs #7 & 13; Added Sign #33
10/69 Revised Sign 20
4/65 Revised Sign 3
3/65 Revised Sign 2
12/64 Revised Signs 4 & 13
11/64 Deleted Sign 8 Revised Sign 9
As Constructed 10-64
Contracted 6-62

APPROVED <i>J. R. Head</i> TRAFFIC ENGINEER 5/21/62 DATE	OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION	
	SIGNING INSTALLATION McMinnville SECTION THREE MILE LANE HIGHWAY (ORE 18) YAMHILL COUNTY	
	DATE - MAY 1962 -	T.E.D. DWS. NO. S-215

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

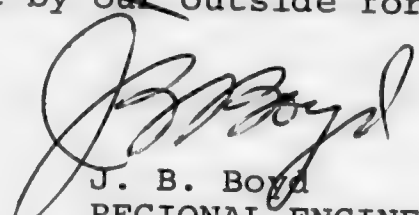
Salem, Oregon

July 25, 1972

To: Adrian Olson
PRELIMINARY DESIGN ENGINEER

SUBJECT: East McMinnville Interchange
Salmon River Highway
Yamhill County

We have reviewed the plan sent to us on July 18. I believe it is as good a plan as is possible as an alternate to the rebuilding as suggested by this office. It does not solve the problems of the left turn refuge into the Birch Concrete Plant as I believe there will be a tendency to utilize the ramp in close proximity to its terminal with the Salmon River Highway northbound. I believe that we will still have a marginal type construction that will cause us problems in the future, but I recommend that we proceed with this alteration as soon as possible. I, at the present time, believe that you estimated this project to cost in excess of \$60,000. Please proceed with whatever steps are necessary to get this problem finalized. After that time I will determine where we stand in our minor betterment program. Possibly it can be done by our outside forces and maintenance forces combined.


J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attachs.

cc: E. S. Hunter

Hall _____
A. Olson _____
Turpin _____
Scott _____
Swanson _____
K. Olson _____
_____ 4

RECEIVED

JUL 26 1972

DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up _____
Other _____

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

Date: July 5, 1972

SUBJECT:

To: Dwayne Hofstetter
Traffic Investigations EngineerFrom: *Tom Lancaster*
Tom Lancaster
Traffic InvestigatorSubject: Frontage Road Revision
East McMinnville Interchange

Attached is a report which discusses the need for traffic signals at three intersections within the East McMinnville Interchange. This was brought about by an effort to find a cheap way of reducing the accident problem at the intersection of Salmon River Highway with Martin Lane.

Originally, it was planned to extend the frontage road on the south side of the Salmon River Highway further to the east, and to build another frontage road on the north side of the Highway. The frontage road would then have a common intersection with the Salmon River Highway some distance beyond the point where the north-to-east ramp enters the Highway. Due primarily to high right-of-way costs, the total estimated cost for the project was \$600,000. Because of the high cost, an alternate solution is desired.

As stated in the report, traffic signals could have an adverse effect on the accident situation. As an alternative, it is recommended that consideration be given to constructing an intersection west of the overpass and to closing the existing intersection with Martin Lane. This would eliminate the present situation whereby a motorist on Martin Lane must cross two intersections, and may mistake the northerly intersection for a one-way roadway rather than a two-way roadway. It would also provide a much quicker and more direct route for traffic destined from west to north.

This proposal, as shown on the attached sketch, would involve the closure of the intersections of Martin Lane with the Salmon River Highway and the north-to-east ramp. The eastbound McMinnville exit would also be closed. The new intersection would be constructed far enough to the west of the overpass to provide sufficient sight distance for traffic entering from the side street. A one-directional left-turn refuge would be constructed on the Salmon River Highway at the new intersection. The slope on the south side of the Salmon River Highway would be cut back to improve the sight distance.

This proposal should greatly improve accident conditions, and probably can be done within the existing right-of-way. The estimated cost for this project is \$32,000.

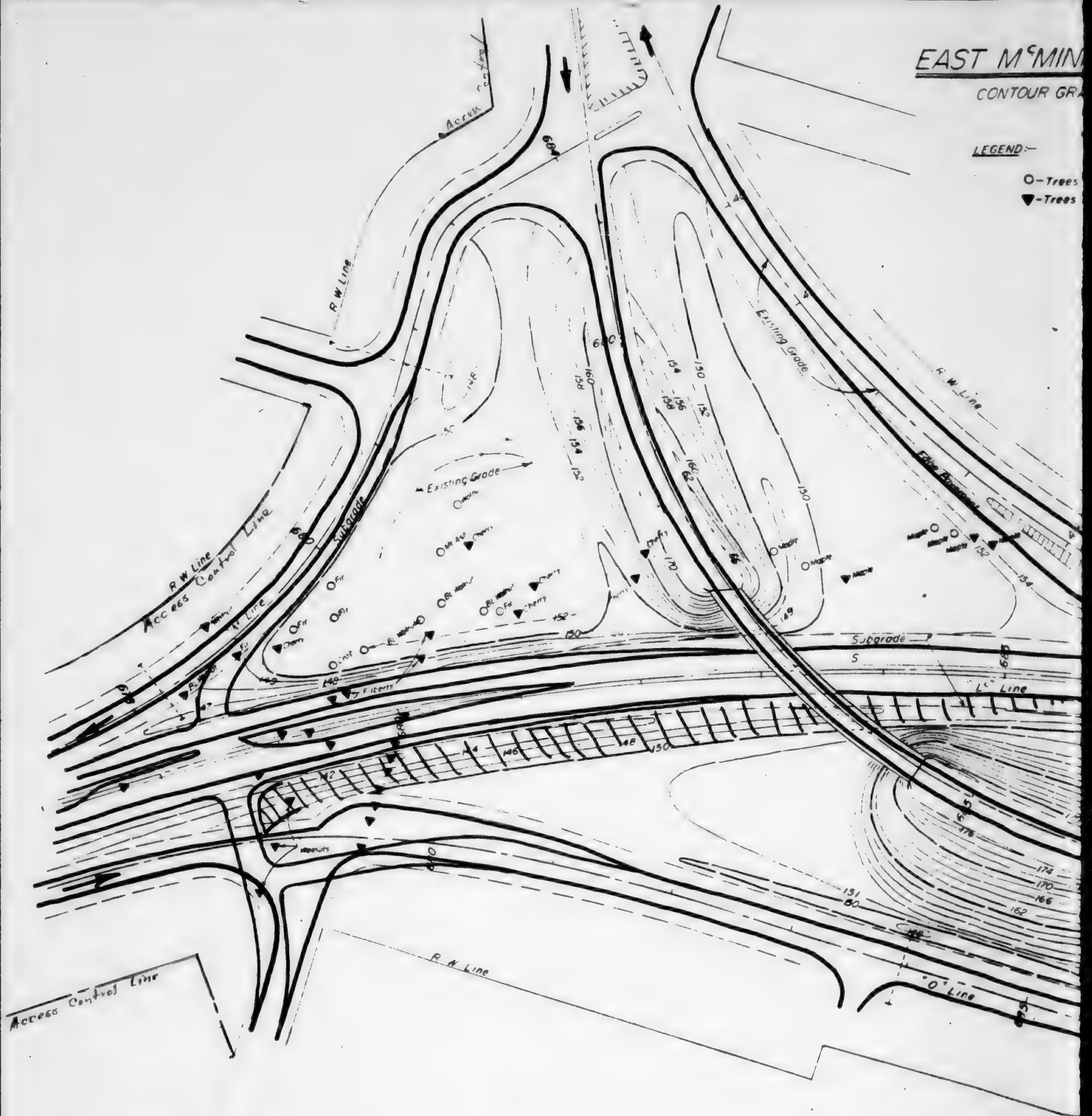
TL: vc
Attachments

EAST M^CMINN

CONTOUR GRA

LEGEND:-

- O-Trees
- ▼-Trees



7V-224

McMINNVILLE INTERCHANGE

TOUR GRADING PLAN

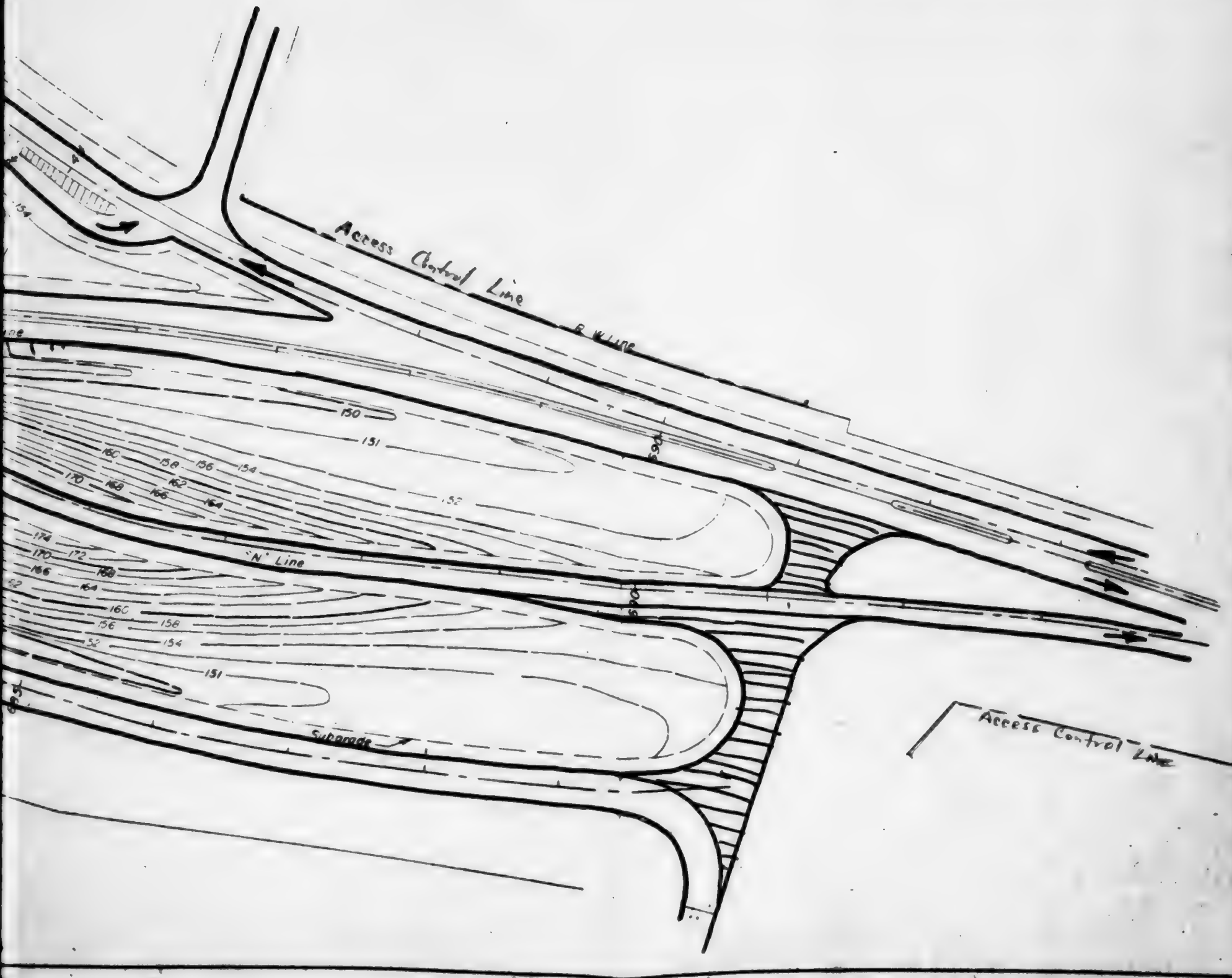
McMINNVILLE SECTION THREE MILE LANE HIGHWAY YAMHILL COUNTY				SHEET No. 7-B
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-469(2)		

ND:-

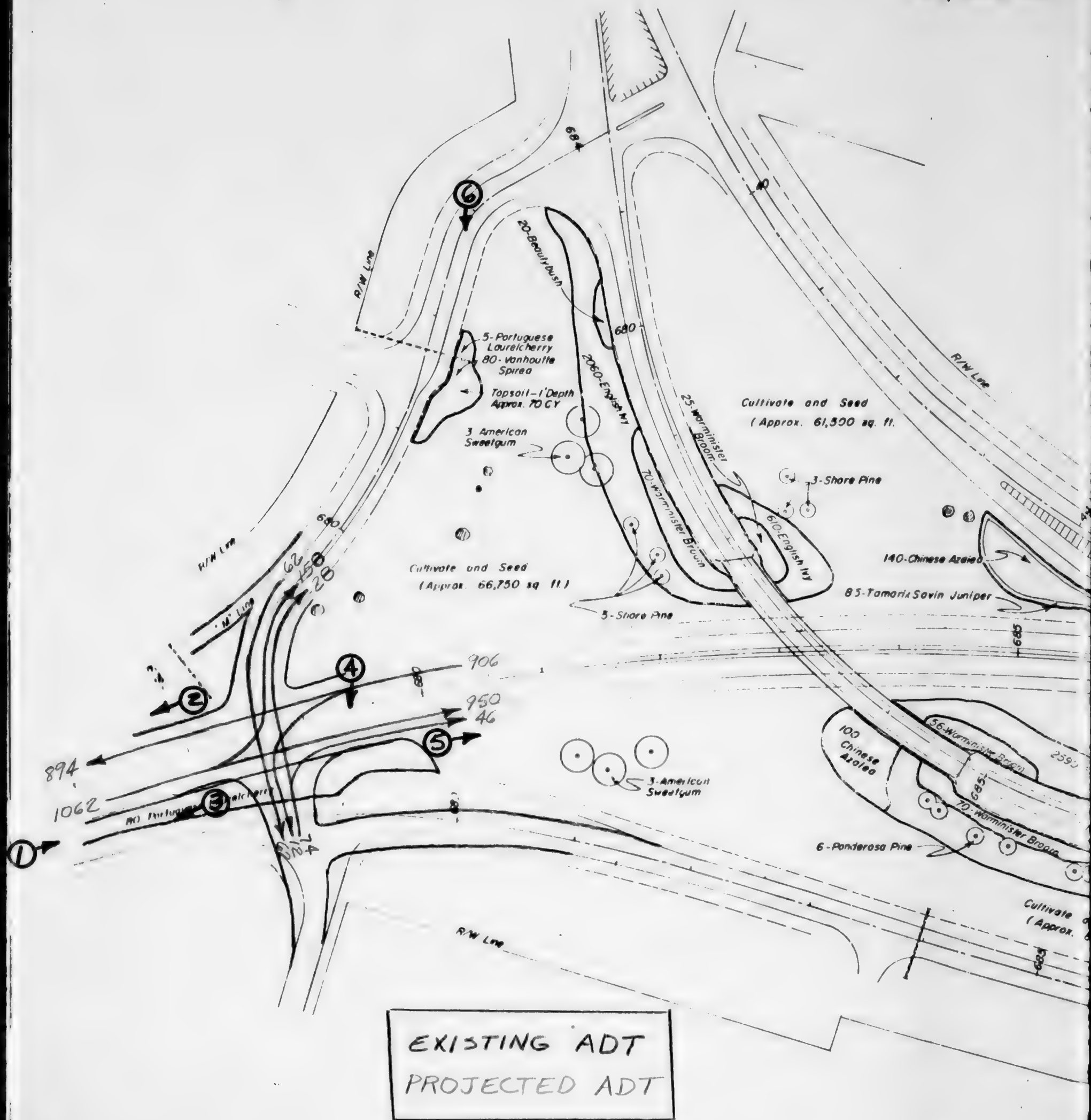
- - Trees To Be Saved
- ▼ - Trees To Be Removed



EXISTING PAYEMENT
PROPOSED CONSTRUCTION
PROPOSED SLOPE CUTBACK



T.4S, R.4W., WM.

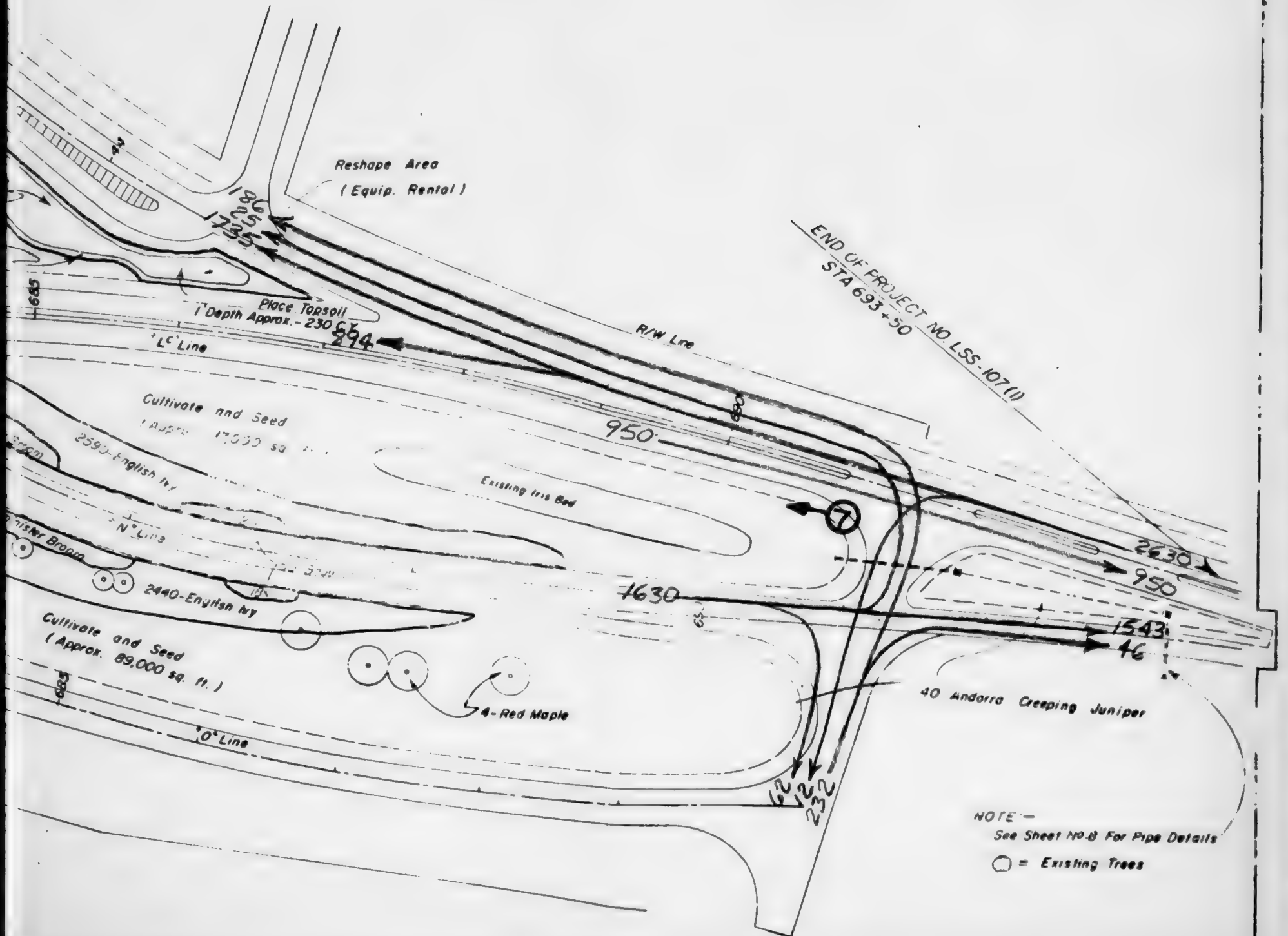
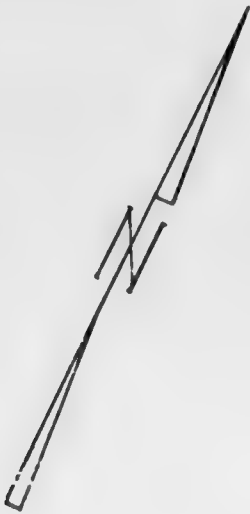
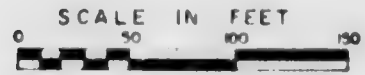


RV-446

W., WM.

MCMINNVILLE SECTION THREE MILE LANE HIGHWAY YAMHILL COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	LSS-107(1)		See Index

DESIGNED BY: J. L. L. L. L.
6/11/69 TOTAL SHEETS: 6784



The following
Document(s)

are

Photographs



EAST MCMINNVILLE INTERCHANGE
 Salmon River Hwy. No. 30
 McMinnville

1. Looking east toward the McMinnville exit.
2. Looking west from approximate location of proposed intersection.
3. Looking west from approximate location of proposed intersection.
4. Looking south at approximate location of proposed intersection.
5. Looking east from 300' west of overpass.
6. Looking south on north-to-west ramp.
7. Looking west on Salmon River Highway from Martin Lane.



2

3

4

5

6

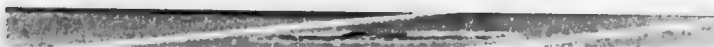
7

EAST McMINNVILLE INTERCHANGE
 Salmon River Hwy. No. 30
 McMinnville

1. Looking east toward the McMinnville exit.
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6. Looking south on north-to-west ramp.
7. Looking west on Salmon River Highway from Martin Lane.



3



4



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6



7

EAST McMINNVILLE INTERCHANGE
Salmon River Hwy. No. 30
McMinnville

1. Looking east toward the McMinnville exit.
2. Looking west from approximate location of proposed intersection.
3. Looking west from approximate location of proposed intersection.
4. Looking south at approximate location of proposed intersection.
5. Looking east from 300' west of overpass.
6. Looking south on north-to-west ramp.
7. Looking west on Salmon River Highway from Martin Lane.



4

5

6

7

EAST McMINNVILLE INTERCHANGE
 Salmon River Hwy. No. 30
 McMinnville

1. Looking east toward the McMinnville exit.
2. Looking west from approximate location of proposed intersection.
3. Looking west from approximate location of proposed intersection.
4. Looking south at approximate location of proposed intersection.
5. Looking east from 300' west of overpass.
6. Looking south on north-to-west ramp.
7. Looking west on Salmon River Highway from Martin Lane.



5



6



7

EAST McMINNVILLE INTERCHANGE
 Salmon River Hwy. No. 30
 McMinnville

1. Looking east toward the McMinnville exit.
2. Looking west from approximate location of proposed intersection.
3. Looking west from approximate location of proposed intersection.
4. Looking south at approximate location of proposed intersection.
5. Looking east from 300' west of overpass.
6. Looking south on north-to-west ramp.
7. Looking west on Salmon River Highway from Martin Lane.



6



7

EAST MCMINNVILLE INTERCHANGE
 Salmon River Hwy. No. 39
 McMinnville

1. Looking east toward the McMinnville exit.
2. Looking west from approximate location of proposed intersection.
3. Looking west from approximate location of proposed intersection.
4. Looking south at approximate location of proposed intersection.
5. Looking east from 300' west of overpass.
6. Looking south on north-to-west ramp.
7. Looking west on Salmon River Highway from Martin Lane.



7

EAST MCMINNVILLE INTERCHANGE
Salmon River Hwy. No. 39
McMinnville

1. Looking east toward the McMinnville exit.
2. Looking west from approximate location of proposed intersection.
3. Looking west from approximate location of proposed intersection.
4. Looking south at approximate location of proposed intersection.
5. Looking east from 300' west of overpass.
6. Looking south on north-to-west ramp.
7. Looking west on Salmon River Highway from Martin Lane.

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
July 1972

TRAFFIC SIGNAL INVESTIGATION
East McMinnville Interchange
Salmon River Hwy. No. 39

Recommendation:

As a result of this investigation, it is recommended that no traffic signals be installed at the East McMinnville Interchange on the Salmon River Highway.

Investigation:

The junction of the Salmon River Highway (Hwy. No. 39) with the Salmon River Highway Spur (Hwy. No. 39Y) is known as the East McMinnville Interchange. Because it is not a complete interchange, it involves several at-grade intersections. As shown on the attached maps, there is an intersection with a frontage road (Pacific Street) on the Salmon River Highway Spur just north of the interchange. This frontage road is also used by vehicles destined from north to west.

East of the interchange, on the Salmon River Highway, there is another intersection with a frontage road (Martin Lane). This frontage road also intersects the north-to-east ramp just south of the Salmon River Highway, which results in two intersections spaced 100 feet apart along the frontage road. At the southerly intersection, the north-to-east ramp carries eastbound traffic. At the northerly intersection, the Salmon River Highway carries two-way traffic. This frontage road is used by drivers destined from west to north, who must make a circuitous loop through the interchange to reach the Salmon River Highway Spur.

The roadside culture in the area of the interchange is basically rural except for some light commercial development along the north side of the Salmon River Highway east of the interchange. There are several private driveways entering the Highway in this area.

The Salmon River Highway carries two lanes of two-way traffic. The 1971 ADT varies from 6,200 vehicles per day east of the interchange to about 2,600 west of the interchange. The Salmon River Highway Spur, which also carries two-lane two-way traffic, has a 1971 ADT of 3,600 vehicles per day. The ramp from north to east is one lane wide and carries 1600 vehicles per day. The westbound exit from the Salmon River Highway to the Salmon River Highway Spur (east to north) carries 1900 vehicles per day. Martin Lane is a two-lane two-way frontage road and has an ADT of about 300 vehicles per day. A traffic count was not available for Pacific Street. However, field observation indicates that it carries considerably smaller volumes than Martin Lane.

Collision diagrams were obtained for five intersections within this interchange. The only location which has an accident problem is at the intersection of the Salmon River Highway with Martin Lane. In a 48-month period from January 1, 1968 to April 30, 1972 there were 18 reported accidents at this intersection. Nine of these accidents involved injuries to a total of 17 people. There were no fatalities. Sixteen of these accidents have occurred since January 1, 1970. In the last 12 months there were ten reported accidents at this intersection of which eight were of a type preventable by a traffic signal.

Fourteen of the 18 accidents involved a northbound vehicle colliding with an eastbound vehicle. It is possible that drivers proceeding north on Martin Lane perceive the southerly intersection (with the north-to-east ramp) as the first half of a divided roadway. They would then expect the northerly intersection (with the Salmon River Highway) to carry only westbound traffic. Consequently, they would fail to look for eastbound traffic before entering the intersection.

Radar speed checks were taken on each of the three roadways leading to the interchange. These are shown on the attached map. They indicate 85 percentile speeds on the order of 50 MPH on the northerly approach, 55 MPH on the easterly approach, and 60 MPH on the westerly approach. The highest speed recorded for a vehicle entering the interchange was 67 MPH on the westerly approach.

The installation of traffic signals has been proposed for three intersections within this interchange:

1. the Salmon River Hwy. Spur at the frontage road,
2. the north to east ramp at Martin Lane,
3. the Salmon River Hwy. at Martin Lane.

Traffic signal warrant comparisons indicate that traffic volumes at these three intersections are far below the minimum vehicular volumes required to meet signal warrants. The Accident Experience Warrant for the third intersection is met for number of accidents, but the volume requirements for this warrant are not met or even approached.

The estimated cost for installation of traffic signals on the Salmon River Highway Spur at the frontage road is \$35,000. The two intersections on Martin Lane would cost an estimated \$35,000, for a total cost of \$70,000 for the three intersections.

Due to the high approach speeds, it is feared that the installation of traffic signals would create accidents at the two intersections which presently have no accidents, and increase accidents at the third intersection. The low side-street traffic volumes indicate a solution other than traffic signals for the accident problem at Martin Lane and the Salmon River Highway. It is therefore recommended that no traffic signals be installed at the East McMinnville Interchange.



**EAST MCMINNVILLE
INTERCHANGE**

MCMINNVILLE

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 9,100

Scale in Feet

Revised April 1966



SIGNED ROUTES



LEGEND

- Post Office
- School
- R.R. Depot
- Public Bldg.
- City Hall
- Court House
- Armory
- Library
- Street open for travel
- Street dedicated but not open
- City Limits

MCMINNVILLE

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

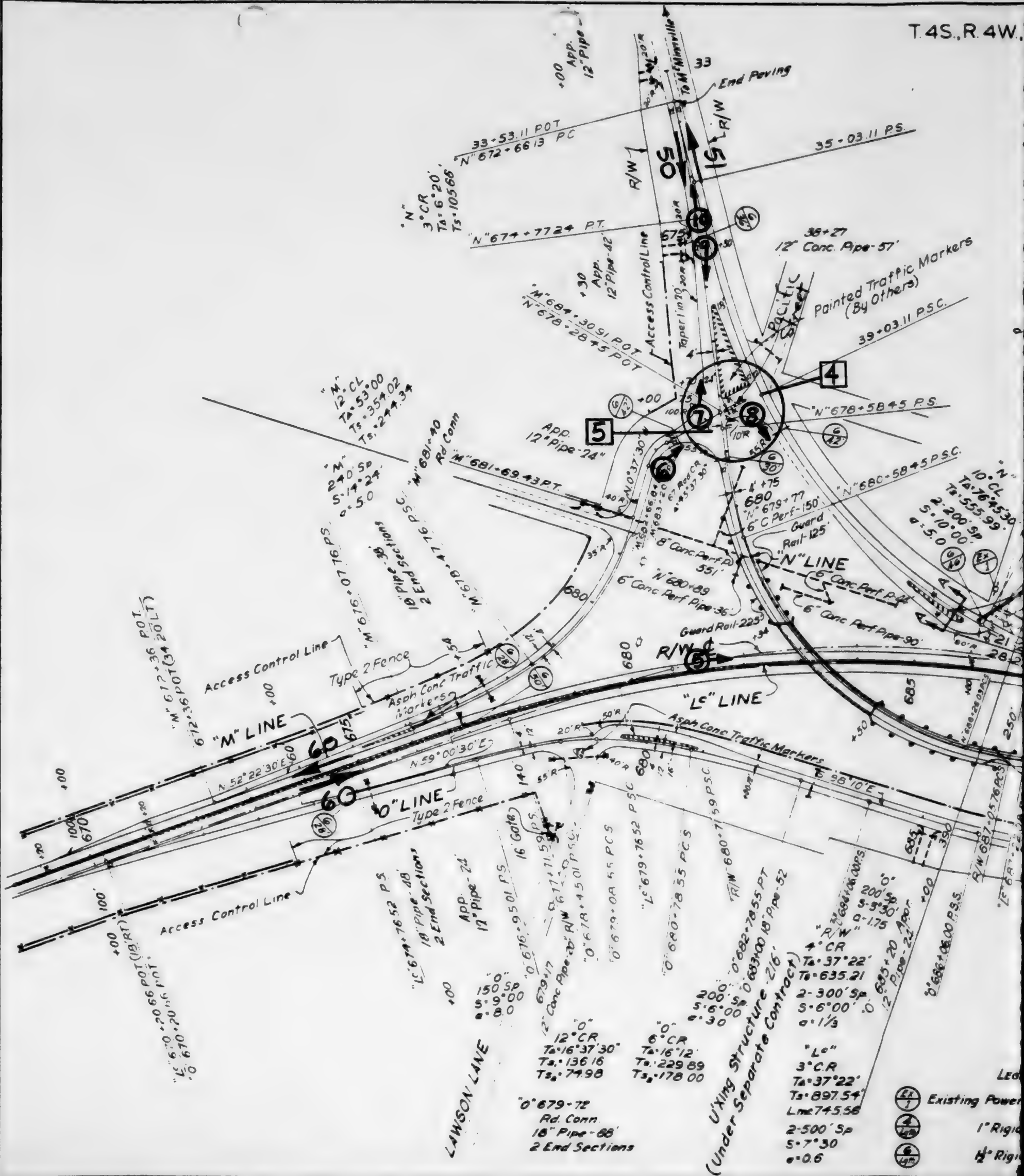
Population 9,100

Scale in Feet

Revised April 1966

T.4S., R.4W.

BRIDGE DETAILS CHECKED T. 4. S. 25. 2



OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Mc Minnville County Yamhill
Intersection of Salmon River Hwy. Spur and Williamson Ln.
Highway Number 39 Spur MP. Y 4 1/2. 20 E
Period Covered 1-1-68 To 4-30-72
Compiled by CSDA Drawn by Date 6-30-72

LEGEND

- Person Killed
- ←---- Pedestrian Killed
- Person Injured
- △---- Pedestrian Injured
- Property Damage Only
- ←→ Collision - Rear-end
- Collision - Head-on
- ↔ Collision - Sideswipe

Williamson Ln.
(Martin Lane)
N
Salmon River Hwy. Spur.

- △---- Path of Pedestrian
- Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

9-71-42

1

Collision Type	1968				8 Mos. 1969				1970-1971				4 Mos. 1972				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object										1		1						1		1
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0				0		1		1				0		1		1

**OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM**

City of McMinnville County Yamhill
Intersection of Salmon River Hwy and Williamson Ln.
Highway Number 39 (Ore. 18) MP 46.28
Period Covered 1-1-68 To 4-30-72
Compiled by CS ~~Xi~~ Drawn by _____ Date 6-30-72

LEGEND

- Person Killed
- ◀---- Pedestrian Killed
- Person Injured
- ◀---- Pedestrian Injured
- ==== Property Damage Only
- ⚡ Collision - Rear-end
- ⚡ Collision - Head-on
- ⚡ Collision - Sideswipe

William Son Ln.
(Martin Lane)

ZC

← ore. 18 →



- | | |
|---|---------------------------|
|  | Path of Pedestrian |
|  | Path of Vehicle |
|  | Path of Animal |
|  | Vehicle Moving |
|  | Vehicle Stopped |
|  | Vehicle Backing |
|  | Properly Parked |
|  | Improperly Parked |
|  | Vehicle Overturned |
|  | Vehicle Skidded |

Collision Type	1968				8 Mos. 1969				1970-1971				4 Mos. 1972				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1		1			1	1		3	3	6		2		2		6	4	10
Head-on																				
Rear-end											2	2							2	2
Sideswipe																				
Turning Movement										2	3	5		1		1		3	3	6
Perking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1		1			1	1		5	8	13		3		3		9	9	18

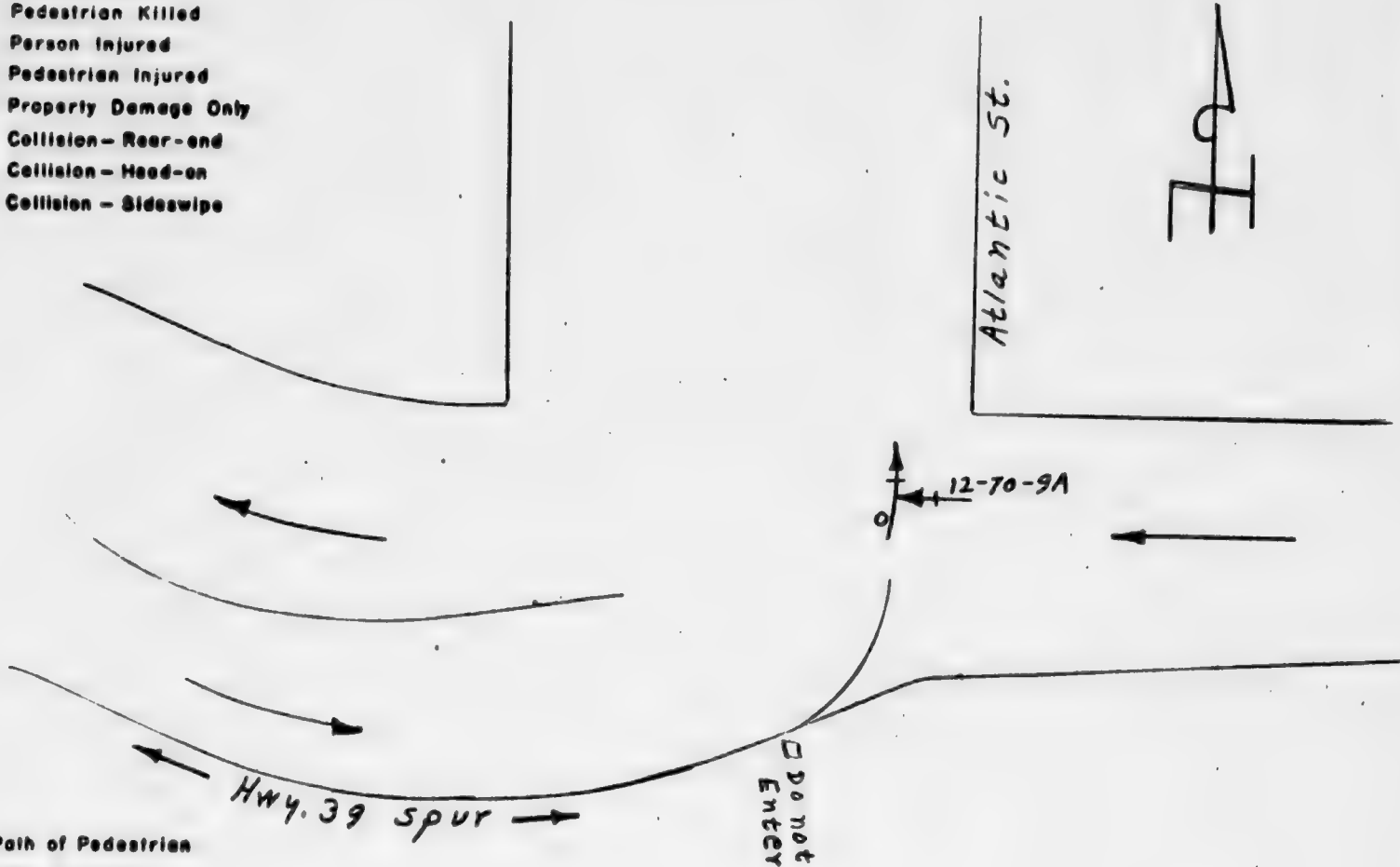
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of McMinnville County Yamhill
Intersection of Salmon River Spur and Atlantic St.
Highway Number 39 spur MP. 46.33
Period Covered 1-1-70 4-30-72
Compiled by JA Drawn by _____ Date 7-3-72

LEGEND

- Person Killed
- ←---- Pedestrian Killed
- Person Injured
- △---- Pedestrian Injured
- Property Damage Only
- ←→→→ Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

- △---- Path of Pedestrian
- Path of Vehicle
- △---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



Collision Type	1970				1971				4 Mos. 1972				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																
Head-on																
Rear-end																
Sideswipe																
Turning Movement		1		1										1		1
Parking																
Non-collision																
Fixed Object																
Pedestrian																
Backing																
Misc.																
TOTAL		1		1				0				0		1		1

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis
COLLISION DIAGRAM

City of McMinnville County Yamhill
Intersection of McMinnville Spur and Conn. 2
Highway Number 39 MPY 46.44E
Period Covered 1-1-70 4-30-72
Compiled by 22 Drawn by _____ Date 6-30-72

LEGEND

- Person Killed
- ◄----- Pedestrian Killed
- Person Injured
- ◄----- Pedestrian Injured
- Property Damage Only
- ↔----- Collision - Rear-end
- ↔----- Collision - Head-on
- ↔----- Collision - Sideswipe

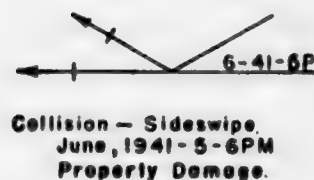
Indicate North

Conn. 2
Street or Road

Hwy. 39 Spur Ebd.
Street or Road

- ◄----- Path of Pedestrian
- Path of Vehicle
- ◄----- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- ◄----- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Example:



Collision - Sideswipe
June, 1941 - 5-6PM
Property Damage.

4

Collision Type	1970				1971				4 Mos. 1972								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0				0				0								0

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Mc Minnville County Yamhill
Intersection of Mc Minnville SPUR and Conn. 2
Highway Number 39 MP. 46.45
Period Covered 1-1-70 4-30-72
Compiled by JA Drawn by JA Date 6-30-72

LEGEND

- Person Killed
- ←---- Pedestrian Killed
- Person Injured
- △---- Pedestrian Injured
- Property Damage Only
- ←→ Collision - Rear-end
- Collision - Head-on
- ↔ Collision - Sideswipe

- △---- Path of Pedestrian
- Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- ←→ Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Pacific St.

72

Hwy. 39 SPUR wbd.

Conn. 2

5

Collision Type	1970				1971				4 Mos. 1972				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																
Head-on																
Rear-end																
Sideswipe																
Turning Movement																
Parking																
Non-collision																
Fixed Object																
Pedestrian																
Backing																
Misc.																
TOTAL				0				0				0				0

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

June 1972

Salmon River Hwy. @ Martin Ln.

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street -
Any 8 Hrs. (Total of both
approaches)

221 255 215 235 235 268 375 219

Hourly Minor Street Volumes -
Same 8 Hrs. (Highest hourly
volumes from either approach)

16 15 22 17 16 19 13 14

Hourly Pedestrian Volumes Across
Major Street - Same 8 Hrs.
(Highest volume crosswalk)

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	<u>350</u>	<u>1</u>
Minor Street	<u>105</u>	<u>0</u>
2. Interruption of Continuous Traffic:		
Major Street	<u>525</u>	<u>0</u>
Minor Street	<u>53</u>	<u>0</u>
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	<u>-</u>	<u>_____</u>
Pedestrian Volume	<u>-</u>	<u>_____</u>
4. Accident Experience:		
Preventable Accidents (last 12 months)	<u>8</u>	
Minimum Warrant	<u>5</u>	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)	<u>-</u>	
Minimum Warrant	<u>800</u>	

Date of Traffic Count 1971

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** XX standard warrants used.

70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
June 1972

Salmon River Hwy. Spur @ Martin Lane
McMinnville

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street -

Any 8 Hrs. (Total of both approaches)

124	87	105	118	128	121	159	139
-----	----	-----	-----	-----	-----	-----	-----

Hourly Minor Street Volumes -

Same 8 Hrs. (Highest hourly volumes from either approach)

13	17	15	20	17	20	19	15
----	----	----	----	----	----	----	----

Hourly Pedestrian Volumes Across

Major Street - Same 8 Hrs.
(Highest volume crosswalk)

--	--	--	--	--	--	--	--

Minimum Volume
Warrant**

Number of Hours
Warrant is Met
(8 required)

1. Minimum Vehicular Volume:

Major Street

350
105

0
0

Minor Street

2. Interruption of Continuous Traffic:

Major Street

525
53

0
0

Minor Street

3. Minimum Pedestrian Volume:

Vehicular Volume (Major Street)

-
-

Pedestrian Volume

4. Accident Experience:

Preventable Accidents (last 12 months)

0
5

Minimum Warrant

5. Systems Warrant:

Entering Volume (Weekday peak hour)

-
800

Minimum Warrant

Date of Traffic Count 1971

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** standard warrants used.

X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

The following
Document(s)

are

Photographs



EAST MCMINNVILLE INTERCHANGE
 Salmon River Hwy. No. 39
 McMinnville

1. Looking north on Martin Lane from frontage road.
2. Looking west on North-to-East ramp from Martin Lane.
3. Looking west on Salmon River Hwy. from Martin Lane.
4. Looking east on Salmon River Hwy. from Martin Lane.
5. Looking east on Salmon River Hwy. from 200' west of overpass.
6. Looking east toward Salmon River Hwy. Spur from frontage road.
7. Looking north on Salmon River Hwy. Spur from frontage road.
8. Looking south on East-to-North ramp from frontage road.
9. Looking south on Salmon River Hwy. Spur from 200' north of frontage road.
10. Looking north on Salmon River Hwy. Spur from 200' north of frontage road.



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EAST MCMINNVILLE INTERCHANGE
Salmon River Hwy. No. 39
McMinnville

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EAST MCMINNVILLE INTERCHANGE
Salmon River Hwy. No. 39
McMinnville

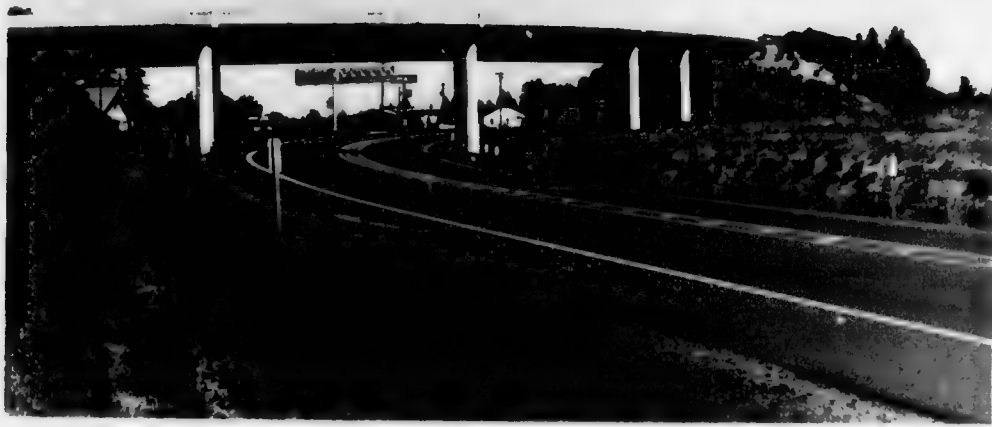
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Salmon River Hwy. No. 39
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Salmon River Hwy. No. 39
McMinnville

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10

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 Salmon River Hwy. No. 39
 McMinnville

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OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

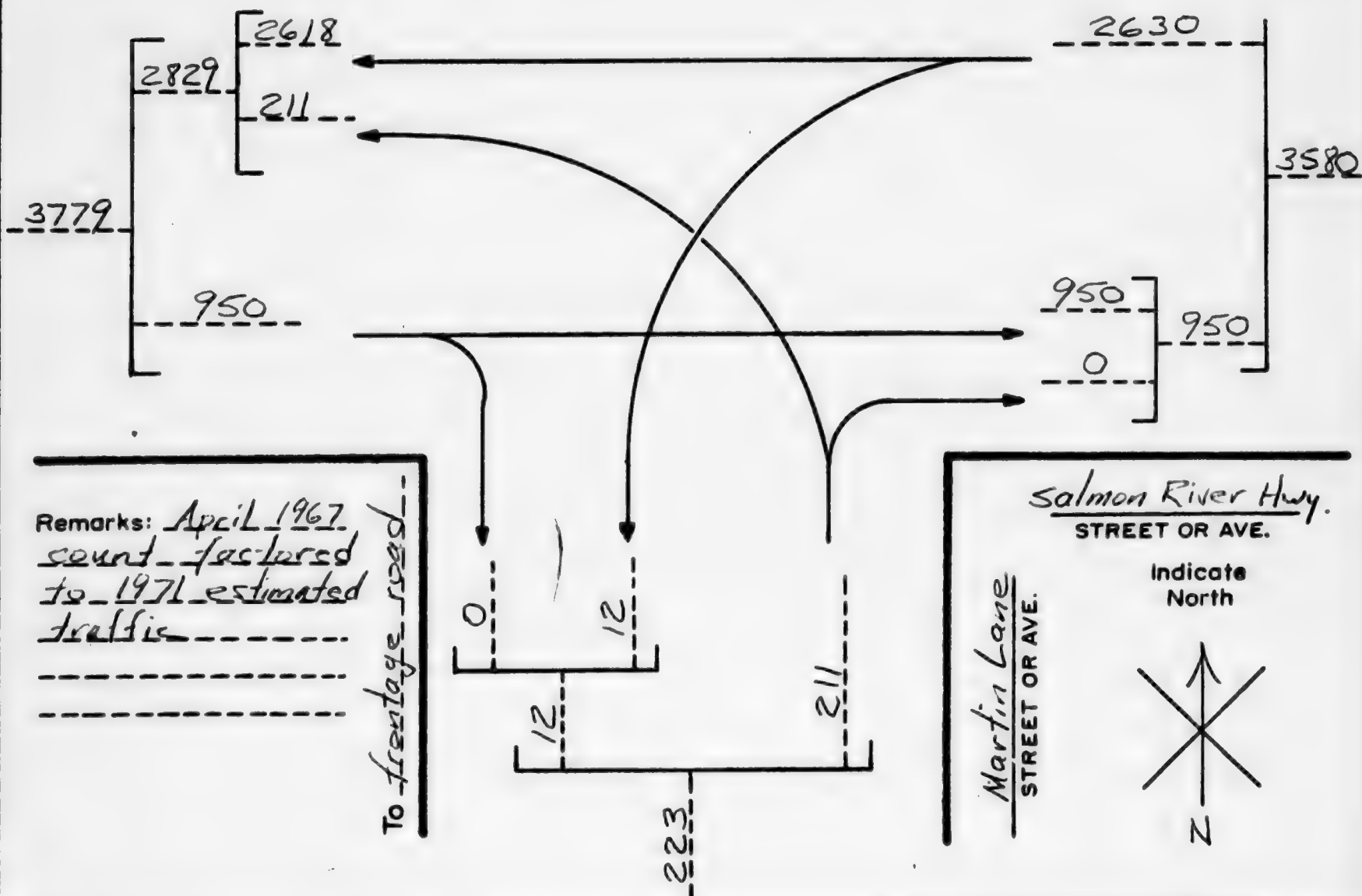
DATE 1971 ADT
DAY OF WEEK
ACTUAL COUNT (VEH.) HRS.
HOURS COUNTED
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER

CITY OR COUNTY Yamhill
INTERSECTION OF Salmon River
Hwy. No. 39 at Martin Lane
MILE POST 46.28
CLASSIFICATION

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	<u>3791</u>	<u>100</u>
ENTERING FROM SOUTH	<u>211</u>	<u>6</u>
ENTERING FROM EAST & WEST	<u>3580</u>	<u>94</u>

TO McMinnville

TO Dayton



1971

City or County Yamhill

Intersection Salmon River Hwy. Na. 39
at Martin Lane

Mile Post 46.28

Classification

Classification

SUMMARY BY MOVEMENTS

ENTERING VOLUMES - SUMMARY BY LEGS

PEDESTRIANS USING CROSSWALKS

SUMMARY BY MOVEMENTS										ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS					
East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	
					64	19	0	0	0	93	10		83			64	19		10
					160	51	4	0	0	226	11		215			164	51		11
					174	46	1	0	0	237	16		221			175	46		16
					180	84	1	0	0	275	10		265			181	84		10
					178	77	0	0	0	270	15		255			178	77		15
					127	48	0	0	0	181	6		175			127	48		6
					147	68	0	0	0	237	22		215			147	68		22
					179	56	0	0	0	252	17		235			179	56		17
					170	64	1	0	0	251	16		235			171	64		16
					185	82	1	0	0	287	19		268			186	82		19
					283	92	0	0	0	388	13		375			283	92		13
					167	52	0	0	0	233	14		219			167	52		14
					103	45	1	0	0	156	7		149			104	45		7
					94	35	3	0	0	138	6		132			97	35		6
					77	17	0	0	0	102	6		96			77	17		6
					50	27	0	0	0	81	4		77			50	27		4
					2618	450	12	0	0	3328	192		3136			2273	463		192

Tabulated by

Checked by

Martin Lane

St. Is North and South

Salmon River Hwy..... St. Is East and West

8L is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
SUMMARY OF TRAFFIC COUNT

City or County Yamhill
Intersection Salmon River Hwy. Na. 39
at Martin Lane
Mile Post 46.28

Date 1971
Day of week
Hours counted
Weather

Classification

TIME	SUMMARY BY MOVEMENTS												ENTERING VOLUMES - SUMMARY BY LEGS					PEDESTRIANS					
	North to East	East to North	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	
6:00-7:00						64	19	0	0	0	10	93	10		83			64	19		10		
7:00-8:00						160	51	4	0	0	11	226	11		215			164	51		11		
8:00-9:00						174	46	1	0	0	16	237	16		221			175	46		16		
9:00-10:00						180	84	1	0	0	10	275	10		265			181	84		10		
10:00-11:00						178	77	0	0	0	15	270	15		255			178	77		15		
11:00-12:00						127	48	0	0	0	6	181	6		175			127	48		6		
12:00-1:00						147	68	0	0	0	22	237	22		215			147	68		22		
1:00-2:00						179	56	0	0	0	17	252	17		235			179	56		17		
2:00-3:00						170	64	1	0	0	16	251	16		235			171	64		16		
3:00-4:00						185	82	1	0	0	19	287	19		268			186	82		19		
4:00-5:00						283	92	0	0	0	13	388	13		375			283	92		13		
5:00-6:00						167	52	0	0	0	14	233	14		219			167	52		14		
6:00-7:00						103	45	1	0	0	7	156	7		149			104	45		7		
7:00-8:00						94	35	3	0	0	6	138	6		132			97	35		6		
8:00-9:00						77	17	0	0	0	6	102	6		96			77	17		6		
9:00-10:00						50	27	0	0	0	4	81	4		77			50	27		4		
10:00-11:00																							
11:00-12:00																							
12:00-1:00																							
1:00-2:00																							
2:00-3:00																							
3:00-4:00																							
4:00-5:00																							
5:00-6:00																							
24-Hour total						2618	750	12	0	0	211	3328	192		3136			2273	863		192		
-Hour total																							
-Hour total																							
Control																							
Factor																							
Tabulated by												Checked by											

Tabulated by

Checked by

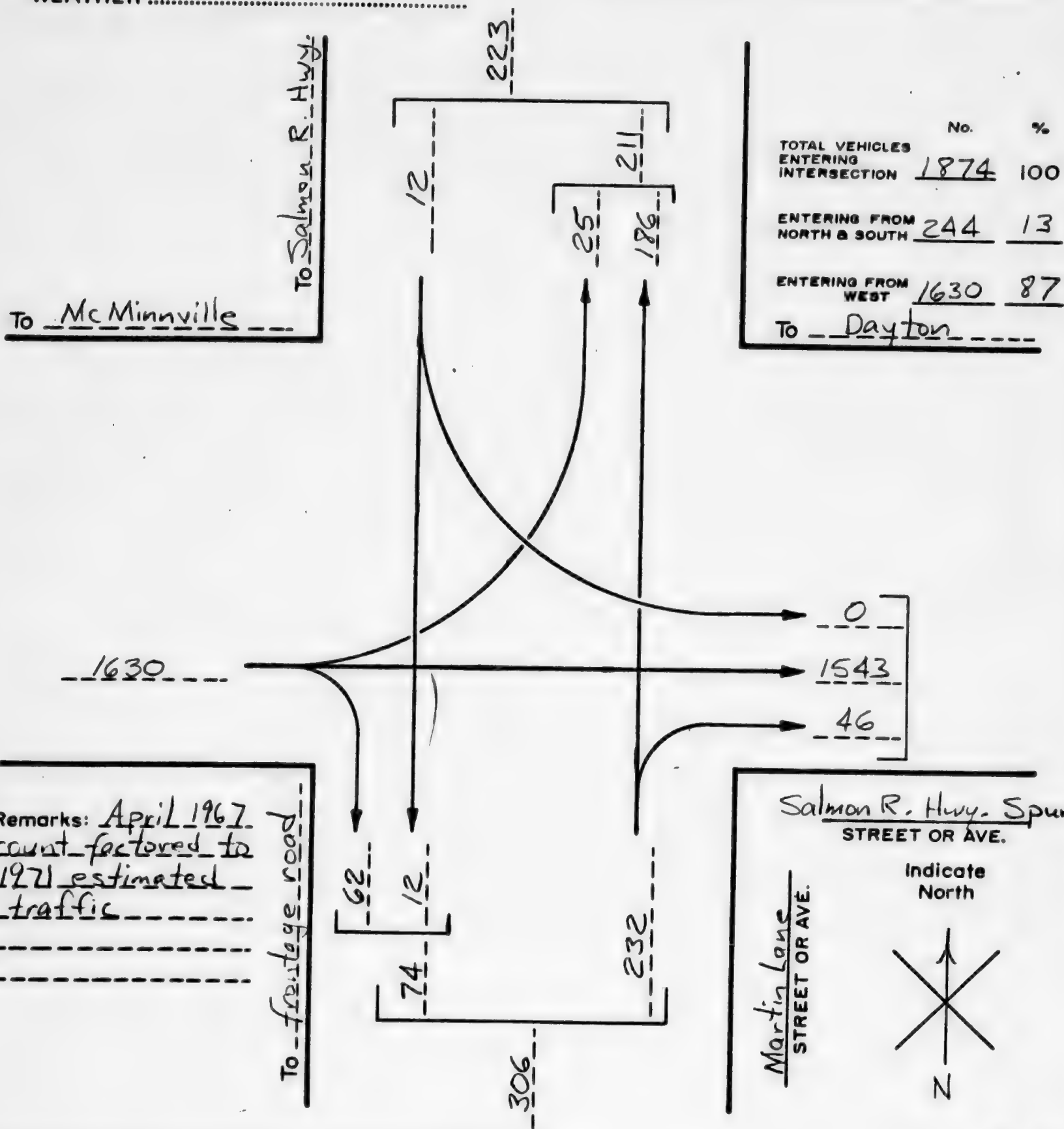
Martin Lane St. is North and South
Salmon River Hwy. St. is East and West

REGON STATE HIGHWAY DIVISIC
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 1971 ADT
DAY OF WEEK
ACTUAL COUNT (VEH.) HRS.
HOURS COUNTED
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER

CITY OR COUNTY Yamhill
INTERSECTION OF Salmon River Hwy.
Spur (39Y) at Martin Lane
MILE POST Y 46.20E
CLASSIFICATION



1971

Bounted

Classification

Classification

Tabularized by

Checked by

Martin Lane St. Is North and South
Salmon R. Hay Spur St. Is East and West

**OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION**

SUMMARY OF TRAFFIC COUNT

City or County Yamhill
 Intersection Salmon River Hwy - Spur
No. 39X at Martin Lane
 Mile Post Y 46.206
 Classification

Date 1971
 Day of week
 Hours counted
 Weather

Classification

TIME	SUMMARY BY MOVEMENTS										ENTERING VOLUMES - SUMMARY BY LEGS					PEDESTRIANS					
	North to East	East to North	North to West	West to North	South to North	East to West	West to East	South to East	East to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	South	West	North	East
6:00-7:00	0	0	0	0	10	57	4	1	1		73	15		58		1		14	58		
7:00-8:00	0	0	0	0	11	123	2	1	1		141	17		124		4		13	124		
8:00-9:00	0	0	0	0	16	83	1	4	2		105	18		87		1		17	87		
9:00-10:00	0	0	0	0	9	52	2	2	1		67	12		55		1		11	55		
10:00-11:00	0	0	0	0	14	103	1	1	1		120	15		105		0		15	105		
11:00-12:00	0	0	0	0	6	72	1	7	4		87	7		80		0		7	80		
12:00-1:00	0	0	0	0	17	86	1	4	2		94	19		75		1		18	75		
1:00-2:00	0	0	0	0	14	114	6	2	2		139	21		118		1		20	118		
2:00-3:00	0	0	0	0	12	122	5	2	2		145	17		128		0		17	128		
3:00-4:00	0	0	0	0	15	111	5	6	9		141	20		121		0		20	121		
4:00-5:00	0	0	0	0	10	148	9	5	5		179	20		159		1		19	159		
5:00-6:00	0	0	0	0	14	133	1	5	5		156	17		139		2		15	139		
6:00-7:00	0	0	0	0	7	89	1	5	4		103	8		95		0		8	95		
7:00-8:00	0	0	0	0	6	38	1	4	1		50	7		43		0		7	43		
8:00-9:00	0	0	0	0	4	31	2	1	1		40	6		34		0		6	34		
9:00-10:00	0	0	0	0	4	42	1	1	1		48	5		43		0		5	43		
10:00-11:00																					
11:00-12:00																					
12:00-1:00																					
1:00-2:00																					
2:00-3:00																					
3:00-4:00																					
4:00-5:00																					
5:00-6:00																					
24-Hour total	0	25	12	186	1543	46	62	1688	224	1464	12	1464		1464		12		212	1464		
-Hour total																					
-Hour total																					
Control																					
Factor																					
Tabulated by _____ Checked by _____																					

Tabulated by

Checked by

Martin Lane St. is North and South
Salmon R. Hwy - Spur St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. 18

DATE June 28, 1972

HIGHWAY NO. 39

TIME 12:10 P.M. TO 2:00 P.M.

MILE POST 46.00

WEATHER CONDITION Clear

GENERAL LOCATION East McMinnville

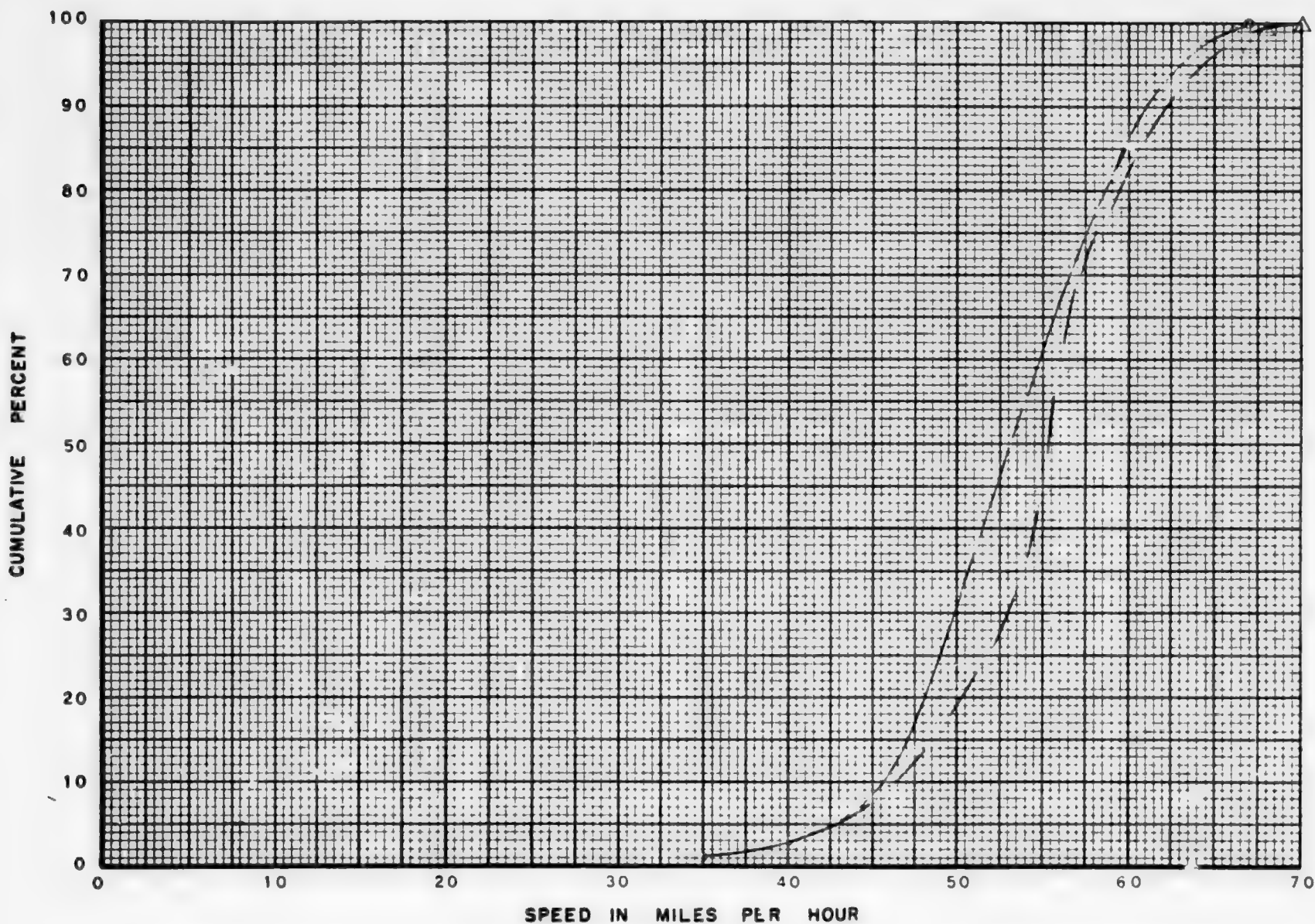
NUMBER IN SAMPLE 148

Interchange

East BOUND

West BOUND

West BOUND



ITEM	East BOUND	West BOUND
85% SPEED	<u>60</u>	<u>60.5</u>
PAGE LIMITS	<u>40-52</u>	<u>52-62</u>
% IN PACE	<u>58</u>	<u>65</u>
MAX. SPEED	<u>67</u>	<u>70</u>

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. 18

DATE June 28, 1972

HIGHWAY NO. 39

TIME 9:30 A.M. TO 10:40 A.M.

MILE POST 46.38

WEATHER CONDITION Clear

GENERAL LOCATION East McMinnville

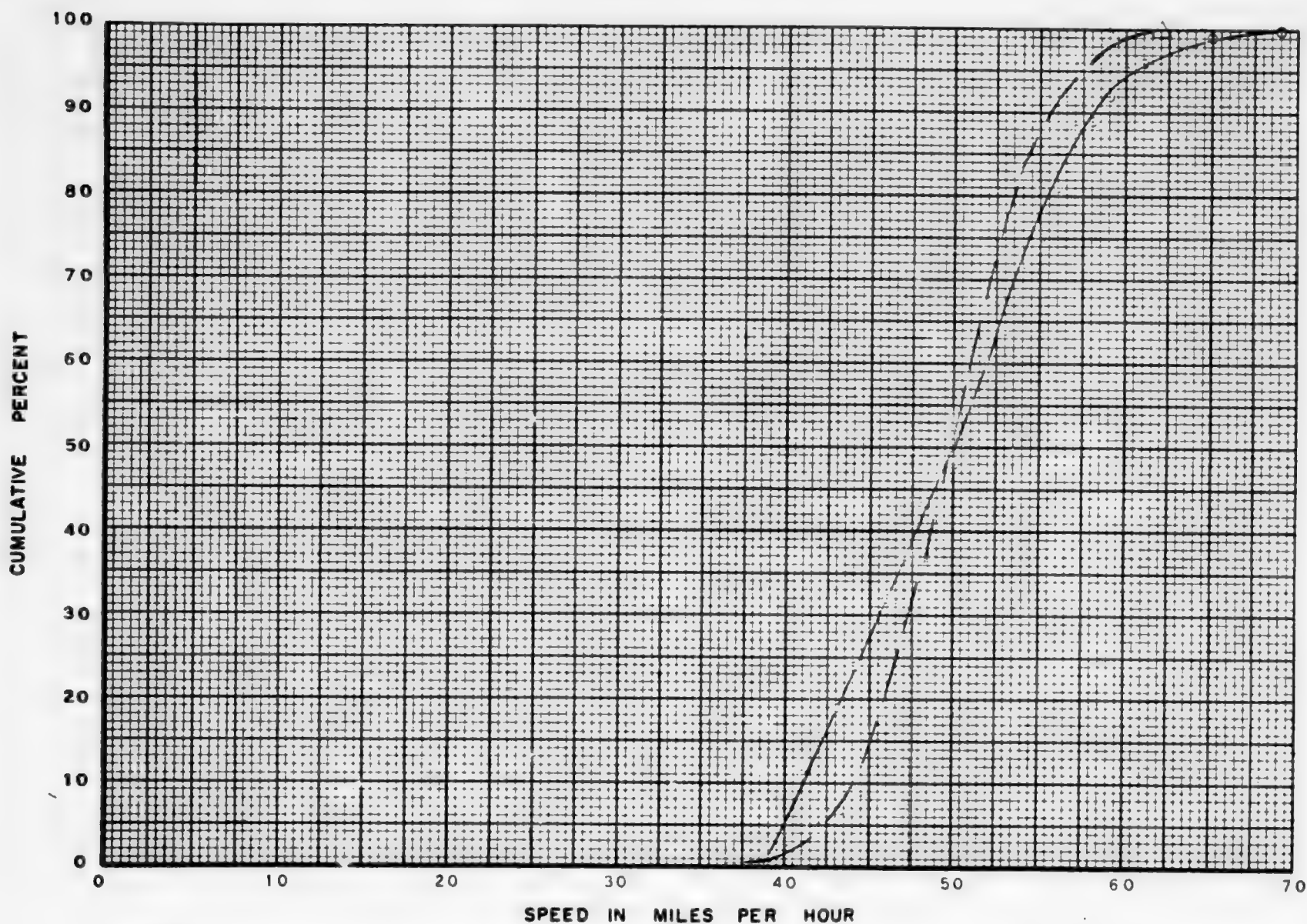
NUMBER IN SAMPLE 150

Interchange

Eastbound

Westbound

Westbound



ITEM	Eastbound	Westbound
85% SPEED	56.5	54
PACE LIMITS	46-56	44-54
% IN PACE	51	74
MAX. SPEED	69	62

ORTON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. 18

DATE June 28, 1972

HIGHWAY NO. 39 Spur

TIME 10:50 A.M. TO 12:00 M

MILE POST Y46.56

WEATHER CONDITION Clear

GENERAL LOCATION East McMinnville

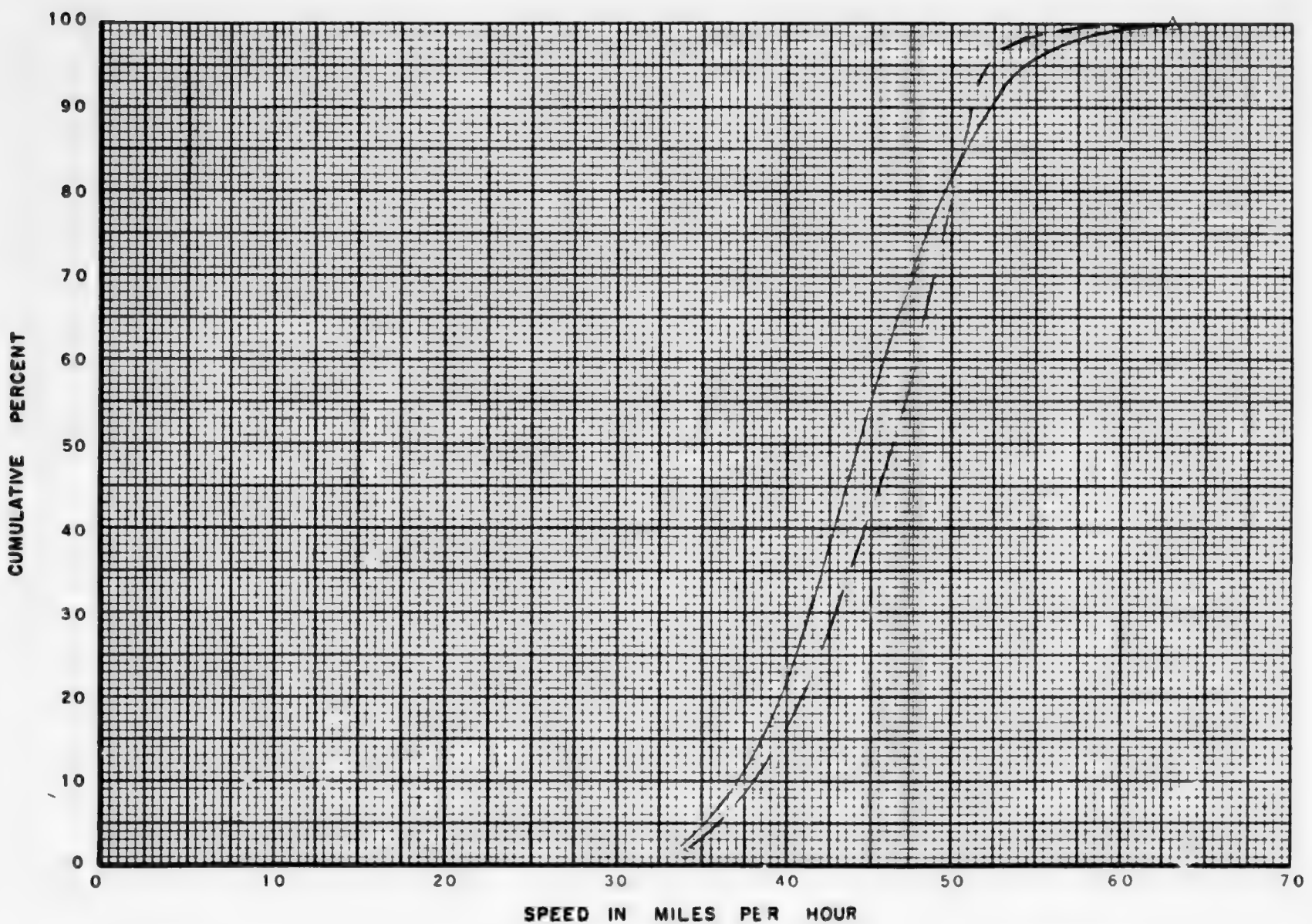
NUMBER IN SAMPLE 150

Interchange

Northbound

Southbound

Southbound



ITEM	Northbound	Southbound
85% SPEED	<u>51</u>	<u>50.5</u>
PAGE LIMITS	<u>39-49</u>	<u>42-52</u>
% IN PACE	<u>61</u>	<u>69</u>
MAX. SPEED	<u>62</u>	<u>63</u>

FORM E-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

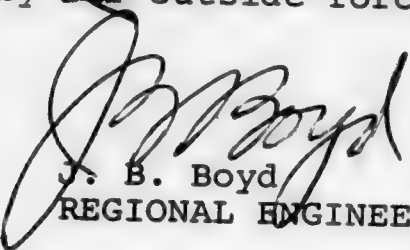
Salem, Oregon

July 25, 1972

To: ~~Adrian~~ Olson
PRELIMINARY DESIGN ENGINEER

SUBJECT: East McMinnville Interchange
Salmon River Highway
Yamhill County

We have reviewed the plan sent to us on July 18. I believe it is as good a plan as is possible as an alternate to the rebuilding as suggested by this office. It does not solve the problems of the left turn refuge into the Birch Concrete Plant as I believe there will be a tendency to utilize the ramp in close proximity to its terminal with the Salmon River Highway northbound. I believe that we will still have a marginal type construction that will cause us problems in the future, but I recommend that we proceed with this alteration as soon as possible. I, at the present time, believe that you estimated this project to cost in excess of \$60,000. Please proceed with whatever steps are necessary to get this problem finalized. After that time I will determine where we stand in our minor betterment program. Possibly it can be done by ~~our~~ outside forces and maintenance forces combined.


J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attachs.

cc: E. S. Hunter ✓

NOTED
E. S. HUNTER

RECEIVED
JUL 26 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 18, 1972

TO J. B. Boyd
Region Engineer
Region II

FROM A. D. Olson
Preliminary Design Engineer

SUBJECT E. McMinnville Interchange
Salmon River Highway
Yamhill County

Herewith prints of a plan and profile approved by Mr. Hunter as an alternate to your recent proposal for the subject interchange. The revision would utilize the existing main highway section and merely restripe it to provide the refuge lane.

Please examine this plan and if you have no objections, the necessary data should be gathered to construct this with state forces. The traffic section will prepare a revised signing plan.

DNS:bw

Enclosures

cc: E. S. Hunter

NOTED
E. S. HUNTER

RECEIVED
JUL 19 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION E. McMinisville Interchange PRELIMINARY

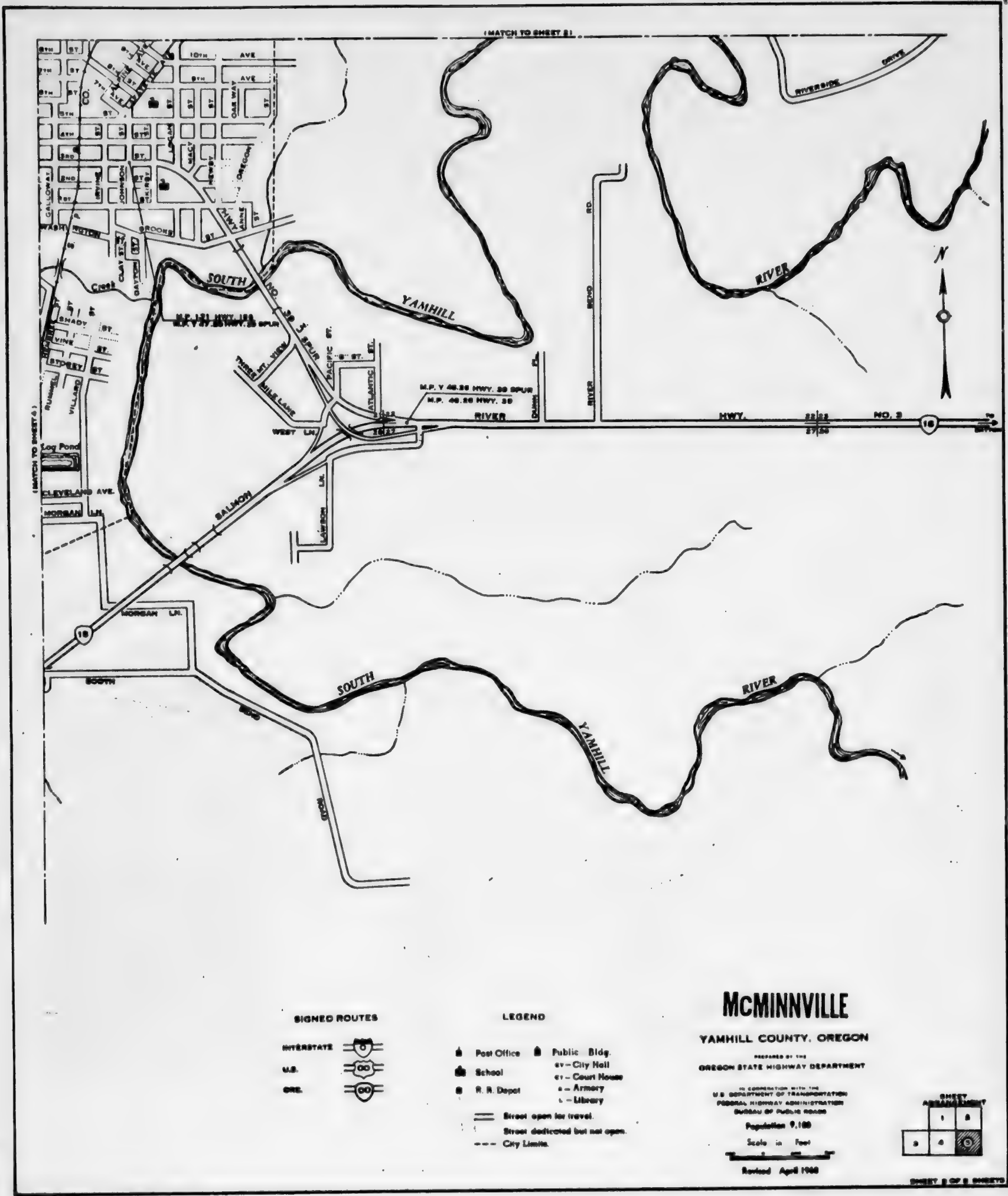
SHEET 1 OF 1

5/5/72

SHEET 1 OF 1

HIGHWAY Salmon River

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
	Temp Prot. & Direct. of Traffic					\$	\$ 500
	Clearing & Grubbing						2,500
	Embankment in Place	Cu. Yd.	4,000	400	4,400	3.00	13,200
	Trench Exc.	" "	18	2	20	6.00	120
	Ditch Exc.	" "	9	1	10	5.00	50
	Obliterate Existing Roadway	Sq. Yd.	2,500	300	2,800	0.75	2,100
	Aggregate Base	Cu. Yd.	1,711	189	1,900	4.25	8,075
	3/4"-0 in Base	" "	372	38	410	4.75	1,948
	Place & Compact Salvaged Base	" "	1,620	180	1,800	1.00	1,800
	Class "B" Asph. Conc.	Ton	776	74	850	10.35	8,798
	18" Culvert	Lin. Ft.	90	10	100	6.75	675
	12" "	" "	80	8	88	4.75	418
	Solvege & Reinstall 18" End Sections	Each	2	-	2	25.00	50
	Guide Posts	"	11	1	12	8.50	102
							40,326
	Additional Anticipated Items:						
	Flagging (State Share)						250
	Signing & Striping						250
	Engineering & Contingencies (20%)						40,836
	TOTAL CONTRACT						8,164
							49,000
	P/W						
							21,700 *
							70,700
	* May be reduced to \$4,000.00 if proposed zone change is obtained and grants sell at price for agricultural land						



104

FOR FILE



TOM MCCALL
GOVERNOR

Handwritten signature: *Thamuel*

Mr. Richert

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 14, 1972

Noted
GEORGE M. BALDWIN

Mr. Delmar E. Richert
Route 2, Box 186D
Sheridan, Oregon 97378

Dear Mr. Richert:

Thank you for writing this office of your concern over the interchange at McMinnvilla.

I'm sorry for the delay in responding, but I have been making inquiries with both the Yamhill County Commissioners and the State Highway Division in the matter.

The Highway Division informs me that plans to reconstruct this interchange have been made -- with a tentative date of July 27, 1972, for bidding on the project.

We hope there will not be any further delay in the matter.

Sincerely,

Wayne G. Huffman

Wayne G. Huffman
Assistant to the Ombudsman

WGH:SC

cc: George Baldwin ✓
Administrator of Highways

Morris Majors, Commissioner
Yamhill County



COPY

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: May 24, 1972

To: Gary Ross
Administrative Assistant
B U I L D I N G

FROM: L. E. George
Traffic Engineer

SUBJECT: Delmar E. Richert's complaint
East McMinnville Interchange

In response to Mr. Baldwin's questions on the above subject, I offer the following.

There were seven reported accidents within this interchange during the year 1971. Two persons were injured.

The interchange construction was completed in October 1964.

This has been a problem location since soon after the interchange was completed. During the years, several investigations have been made. As a result, there were changes made in channelization; additional delineators have been installed; raised asphaltic markers have been installed; and additional warning and traffic control signs have been installed.

The newspaper articles, etc. are in the general files.

The plan for reconstruction of this interchange has been prepared and it is tentatively planned to open bids on the project on July 27, 1972.

If we can be of any further service, please advise.

VPJ:sv

Noted
Gary L. Ross



YAMHILL COUNTY

Oregon



BOARD OF COMMISSIONERS

Morris Majors
Orville Bernards
Jess Howard

May 12, 1972

MAY 15 1972

Wayne G. Huffman
Assistant to the Ombudsman
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Mr. Huffman:

There appears to be little this office can do in regards to pushing the zoning variance for the East McMinnville interchange. However, I refer you to a letter dated May 3, 1972 from Michael Blair, our Planning Director, to J. B. Boyd of the State Highway Division, in which Mr. Blair briefly explains the proper procedure to be followed in order that the matter could be considered. I am enclosing the application forms.

There is still adequate time for this matter to appear on the agenda of the June Planning Commission meeting, provided the forms are returned according to the Procedure Sheet also enclosed. (Please note an error exists in Mr. Blair's letter; the processing fee is \$60.)

I realize the urgency of this matter and regret I can not do more at this time to prompt its completion.

Sincerely,
Morris Majors
Morris Majors,
Commissioner
by
Mavis I. Horton,
Secretary to the Commissioners

MM/mh

cc: Mike Blair, Yamhill County Planning Director

enc: 3

ZONE CHANGE PROCEDURE AND GENERAL INFORMATION

YAMHILL COUNTY PLANNING COMMISSION

The regular Planning Commission meeting date is the first Tuesday of each month unless otherwise announced. In order to have an item of business formally considered by the Commission, the following procedure is necessary:

STEP 1 APPLICATION

At least one week prior to a regular meeting date of the County Planning Commission, the application in duplicate, the fee, and all required information must be submitted to the Planning Commission Secretary in Room 213, County Courthouse, McMinnville.

(Consult Yamhill County Zoning Ordinance)

STEP 2 PRELIMINARY REVIEW (next monthly meeting after STEP 1)

Application review consists of presentation to the Planning Commission by the staff. The Commission may then authorize a public hearing following further study, referral, notification to property owners, and public advertisement.

STEP 3 PUBLIC HEARING (next monthly meeting after STEP 2)

The Commission recommends to the County Court that a request for zone change be granted or denied, or it may defer action for further study.

STEP 4 COUNTY COURT (up to 15 days after STEP 3)

The Court may immediately consider the request and make final decision to grant, deny, or defer the request for further study. The zone change is effective immediately after granting by the Court.

The applicant or his agent must be present at each meeting that his proposal is being considered.

THIS PROCEDURE EFFECTIVE 1 JULY 1966

PLEASE TYPE OR
PRINT CLEARLY

Docket No. _____

Date of Filing _____

Fee Paid _____

Planning Dept. _____
Phone 472-5161

APPLICATION FOR ZONE CHANGE

YAMHILL COUNTY,

OREGON

Name of Applicant _____

Address of Applicant _____
(Street or box No.) (City) (State)

Telephone Number _____

Legal description of property for which Zone Change is requested (use separate sheet if necessary). Sketch map of the property, with exact dimension, and of adjacent area (to scale) must be attached.

General description of property for which Zone Change is requested (Street or road location, general name, or approximate distance from municipality).

Name and address of all owners of the property for which Zone Change is requested (use separate sheet if necessary).

(Name)	(Street or box No.)	(City)	(State)
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Zone Classification, Present _____

Zone Classification, Desired _____

Special conditions or reasons believed justifying a zone change:

Special uses desired which are not permitted by present zone classification:

Are waivers of objections from adjacent property owners attached? (Optional)

Yes

No

Are existing structures and uses and ownership parcels shown on an attached sketch map of the area?

Yes

No

Have local agencies been contacted if the request is near incorporated area? (Optional)

Yes

No

The undersigned understands that this application must be complete and accurate; that the fee for zone change required by the County of Yamhill shall be paid prior to having this matter processed; that a preliminary hearing on this matter will be held by the County Planning Commission; that an official Public Hearing, after at least ten (10) days public notice, will be held by the County Planning Commission; that after the hearing, and recommendations have been made by the Commission, the County Court may hold a Public Hearing on the proposed amendment; and that notice of such hearing shall be made in the same manner as prescribed for the Planning Commission hearings.

Signed _____
(Applicant)

Signatures of all owners of the property or their authorized agent:

_____	_____
_____	_____
_____	_____
_____	_____

May 9, 1972

Mr. Morris Majors
Yamhill County Commissioner
Yamhill County Courthouse
McMinnville, Oregon

Dear Commissioner Majors:

This office is in receipt of a letter of complaint concerning a traffic hazard at the East McMinnville interchange.

Our Traffic Safety Administrator explored this and learned there is a hazard existing and the Highway Department has been in touch with your planning commission. We understand there is some "red tape" involved which is causing some delay. It might be well "to fix the barn door before the horse gets out."

We understand there presently is needed a zoning variance from the planning commission before the Highway Division can approve and secure the funds.

Our office would appreciate your exploring the situation and determine if there is any unusual delay, as safety factors are involved to an extent that human lives should be the foremost consideration.

Thank you for your kind consideration.

Sincerely,

Wayne G. Huffman
Assistant to the Ombudsman

WGH:sc

cc: Highway Department
Traffic Safety Commission



STATE OF OREGON

INTEROFFICE MEMO

FORM 81-125-0016

TO: Wayne G. Hoffman
Assistant to Ombudsman

DATE: May 1, 1972

FROM: Gil Bellamy *Gil*
Administrator
OTSC

SUBJECT: Your memo of April 5 about Delmar E. Richert's letter concerning a traffic hazard.

The problem scene is an interchange on Highway 13 bypass in McMinnville. There is a stop sign at the end of the overpass. Motorists stopping there cannot see oncoming traffic until it is too late. The Basic Rule in the area is 55 m.p.h.

I found that this was a dangerous situation. There has been newspaper articles pointing this out and city, county and state officials are aware of this situation.

The Highway Division has drawn up plans for a correction of this situation which would cost \$30,000. In my opinion, this cost would reap far more benefit than \$30,000 over a very short time span due to a reduced number of traffic crashes if the correction is sound from an engineering point of view.

The basic reason this situation has not been corrected by now is red tape, much of which is at the local level. In order to change the design of the overpass, a frontage road will have to be moved. This is not a big problem because while the land is zoned commercial, it is still used as agricultural.

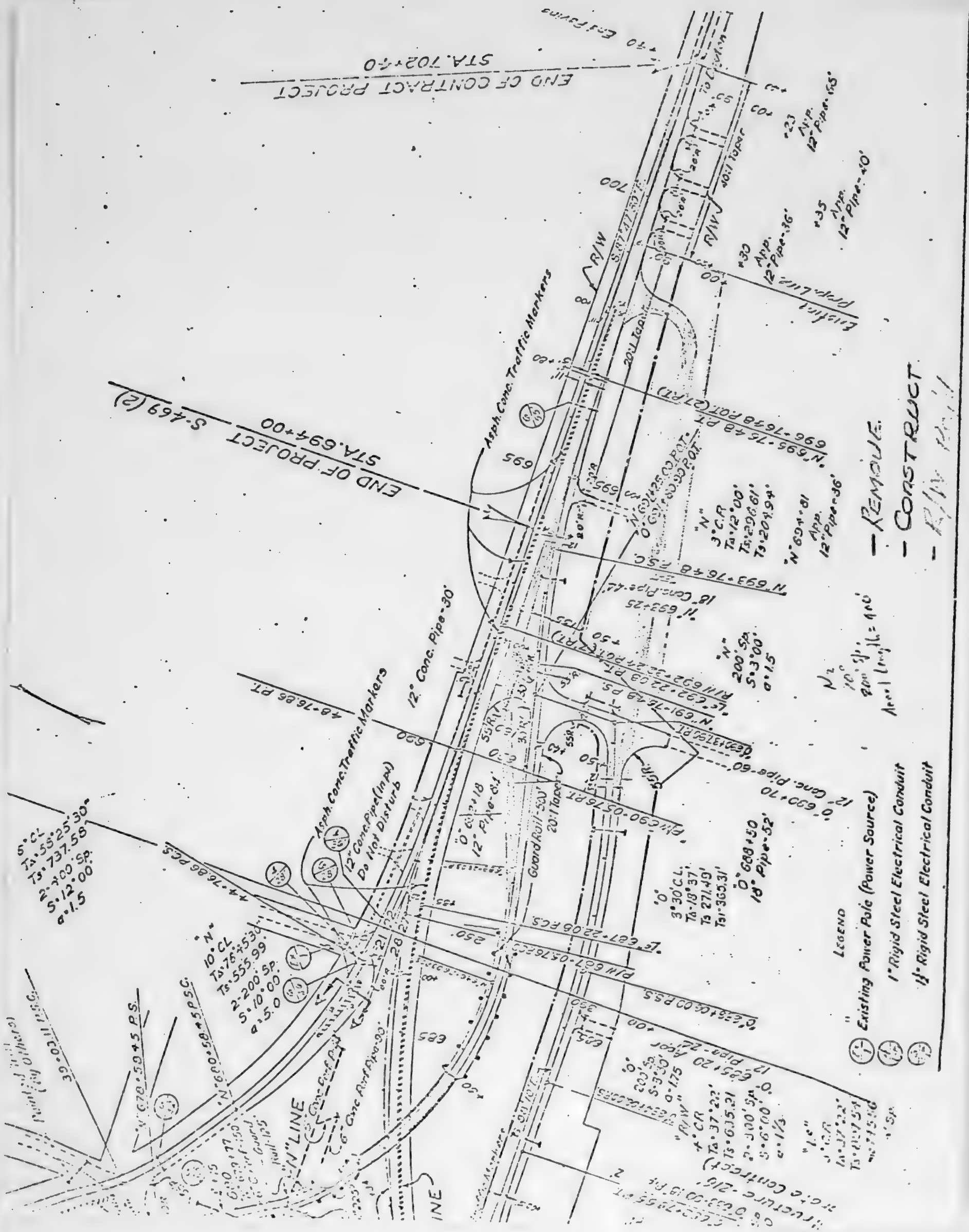
The next step is to secure a zoning variance from the Yamhill County Planning Commission. At the present time, this is the item preventing further progress.

After a zoning variance, the Highway Commission must still approve the Highway Division recommendation and provide the funds.

The redesign of this overpass could have been accomplished by now, except for what is generally referred to as "red tape." The major reason for such changes is to enhance safety. Safety is promoted by speedy corrections of problem situations. This factor should be given at least as much consideration as other factors in future deliberations such as this one. When a hazard as dangerous as this exists, a several month delay while the proposed change is circulated for approval through a pyramid of governmental agencies and councils can literally mean life or death to one or more Oregon citizens.

Enclosed is some material from the Highway Division relating to this particular problem.

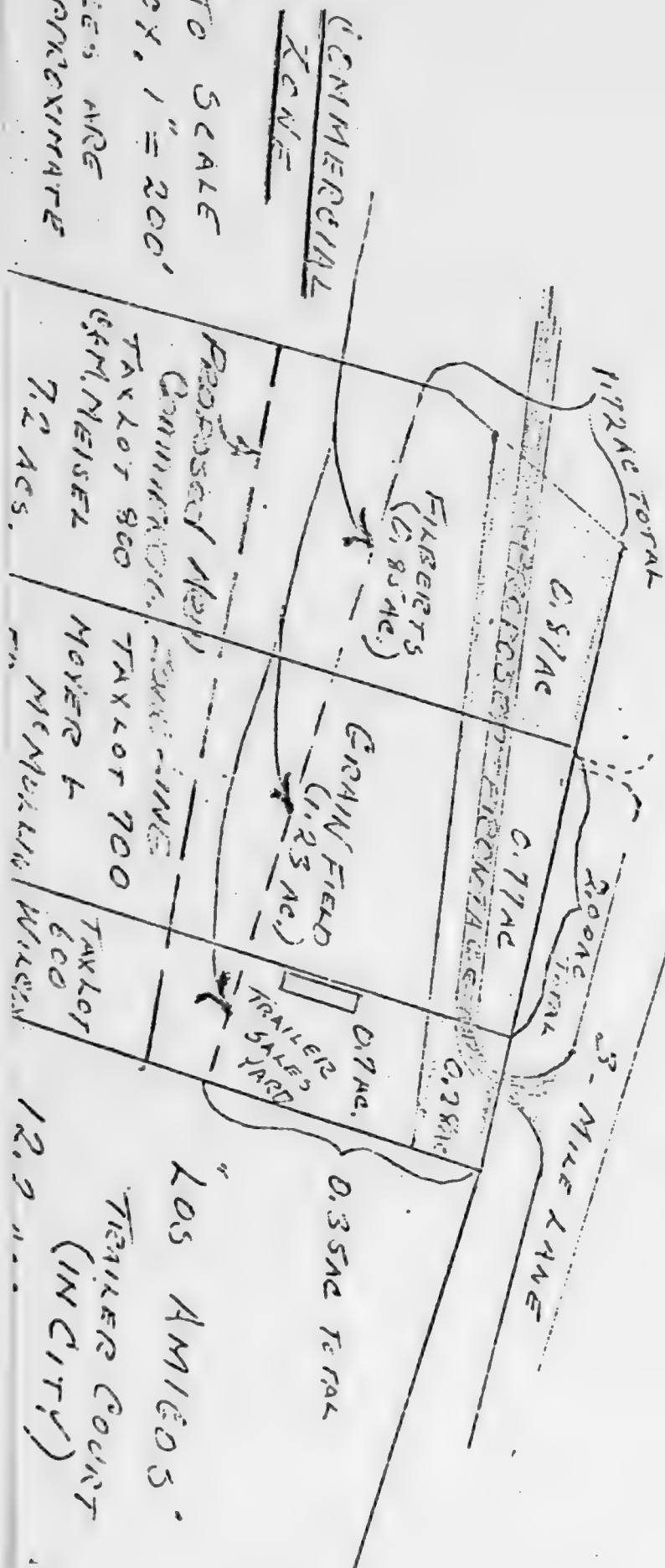
GB:11
enc:



FRONTAGE RD. RELOCATION

3-MILE LANE McMINNVILLE

NOT TO SCALE
APPROX. 1" = 200'
AREAS ARE
APPROXIMATE



3-22-72

Salem, Oregon
April 17, 1972

E. S. Hunter
ASST. STATE HIGHWAY ENGINEER

Frontage Road Revision
E. McMinnville Interchange

The answer to your recent inquiry about our planned program for the East McMinnville Interchange is shown on the attached sketch. A copy of my letter to the Yamhill County Planning Commission and their reply is attached for your information.

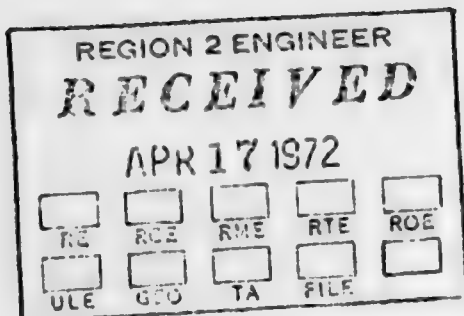
This logical change, in my opinion, should be promoted. As you can see, it is a long process in order to obtain planning approval. Hopefully our plan could proceed based on the theory that the planning changes would be approved. A copy of an article in the McMinnville paper is also included for your information.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attachs.

cc: R. L. Schroeder
L. E. George



REGION 2 ENGINEER				
RECEIVED				
APR 11 1972				
☐	☒	☐	☐	☐
RE	KCE	RME	RTE	RDE
☐	☐	☐	☐	☐
ULE	GEO	TA	FILE	

East Salem Highway Building, Salem, Oregon 97310

April 11, 1972

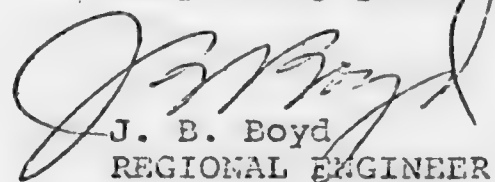
Yamhill County Planning Commission
 Courthouse
 McMinnville, Oregon 97128

Gentlemen:

We are presently studying alternatives which are possible to the present design of the East McMinnville Interchange. One of these alternatives involves the extension of the frontage road as indicated on the attached sketch. A problem develops immediately in that the commercial zone is restricted in width and our purchase of right-of-way on the front of this commercial zone becomes very expensive.

I would like the Planning Commission's feelings on whether they would alter this zone to an equal area southerly of the proposed frontage road right-of-way. I must reiterate that this is just a proposal, but that this problem of right-of-way cost is critical in the study. We would appreciate an opinion of the Commission if we did request this change.

Very truly yours,


 J. B. Boyd
 REGIONAL ENGINEER

JBB/jc

cc: City of McMinnville
 bcc We are continuing our attempt to solve this problem.
 L. E. George This editorial points to the continuing
 need to solve it.

April 4, 1972

APR 5 1972

Marko L. Haggard, Ombudsman
Governor's Office
State Capitol
Salem, Oregon 97310

Dear sir:

I am writing you as a concerned citizen and a professional driver because I feel the following should be brought to your attention.

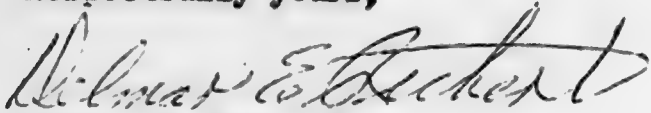
The intersection in front of our business has an accident on the average of once a week, maybe more. A check of the records, I'm sure, will verify this fact.

The intersection I speak of is at the overpass on the Hwy 18 bypass at McMinnville in front of the Arco station and MiniMart. On March 31, 1972 there was a three car crash. Luckily no one was severely hurt.

The State Highway Patrol is aware of this criminally designed intersection. What does it take to correct this situation? A car full of children killed?

If your engineers cannot come up with an answer I would be happy to volunteer my services to help alleviate a potentially lethal problem.

Respectfully yours,



Delmar E. Richert
Route 2 Box 186 D
Sheridan, Oregon 97378
phone 472-3204

12-1
(D) F O R M 1 0 0

FOR FILING

The Manager

8

Honorable Carl H. Francis
District Court Judge
Yamhill County Courthouse
McMinnville, Oregon 97128

May 23, 1972

43

Dear Judge Francis:

On February 8, you wrote to this office concerning traffic conditions at the East McMinnville Interchange on ORE18.

This interchange has been investigated. As a result of this investigation, we have prepared a plan for its reconstruction. It is tentatively scheduled to open bids for this project the latter part of July.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

cc: J. B. Boyd
Region 2 Engineer

VPJ:sv e1
bc: Tom Edwards
F. B. Klaboe
L. E. George

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date May 19 1972.. Week ending May 19 1972..Job name Frontage Rd. Revision (E. McMinnville Inter) Highway Salmon RiverCounty Yamhill Unit 1 Unit name "0" Line RevisionJob prefix 2Anticipated per mile cost 3of survey 4

Mileage	Total	0.15						
	Staked Preliminary	0						
	Location	0						
Per Cent Complete	Field	100						
	Office	100						
Date of Survey	Started	5-15-72						
	To be completed	5-19-72						
Estimated construction cost		\$ 24,550						

Expenditures	This Week Salary	\$ 671.83	Authorization	Field (901)	
	Other	0.00		Per cent expended	
	Previous total			Anticipated overrun	
	Total (including this week)	671.83		Mail address	P.O. Box 30
	Anticipated total	\$ 750			Salem, Oregon

Signed K.D. WolfeTitle Resident Engineer

REPORT OF WEEK ACTIVITIES

Three men in feild taking cross-sections for frontage road revision.

Three to four men in office working up grades, quantities, and compiling data for the above mentioned project.

THIS IS THE INITIAL AND FINAL REPORT

CARSTENSEN

BEN GIFFORD
NOTED
NOTED BY
F. L. HALLNOTED
G.C.

INSTRUCTIONS: Original to Salem office; duplicate to Division Engineer; triplicate to be retained.

(Use back if additional space is required)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: May 17, 1972

To: R. L. Schroeder
Asst. State Highway Engineer

FROM: *[Signature]*
(For) L. E. George
Traffic Engineer

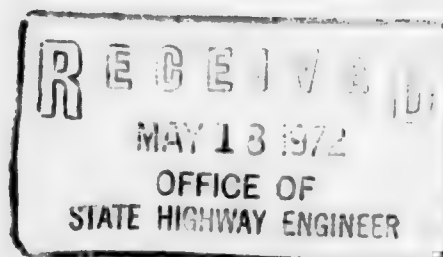
SUBJECT: Intersection investigation
Salmon River Highway
East McMinnville Interchange
RLS 43

Returned herewith is correspondence and the pink slip on the above numbered assignment.

A plan for the reconstruction of this interchange is being prepared. It is tentatively scheduled to open bids on the project on July 27, 1972.

Attachments

VPJ:sv



MAY 18 1972
TRAFFIC ENGINEER

CARL H. FRANCIS
JUDGE

REFERRED TO
Admin
BY SECRETARY



TELEPHONE 472-5161
EXT. 225

DISTRICT COURT
YAMHILL COUNTY COURT HOUSE
McMINNVILLE, OREGON 97128
(Dictated February 1, 1972)
February 8, 1972

Oregon State Highway Commission
Administration
State Highway Building
Salem, Oregon 97310

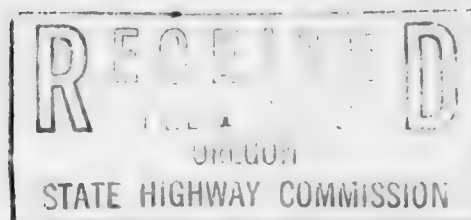
Gentlemen:

I recently received a letter from an individual, cited for failure to yield the right of way at an intersection. The episode occurred at highway 18, near Martin Lane--an area which I travel very frequently, and which is indeed, as presently designed, one which prompts me to send you the diagram which this man prepared, showing his accident, and the last paragraph of his letter (his identification being removed from the enclosures.)

Cordially yours,

Carl H. Francis
CARL H. FRANCIS
Judge

ch
2 Enclosures



FEB 18 1972
TRAFFIC ENGINEERING R. L. SCHROEDER

NOTED

Your Honor, I believe (as others do) that this intersection should be considered very dangerous! Since my accident, there has been 4 accidents resulting in serious damage and injuries to some. Incidentally, hit the same way I was. The Highway Dept. should carefully consider re designing this intersection - to improve it before Hammill Co. records a traffic fatality there. I'm sure you have had others in your court say this is a dangerous intersection - when a policeman agrees it is dangerous, its time we look to a way to ~~prevent~~ prevent us from listing one of our residents as a fatality. Will you please help????

Thank you for listening!!



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MAY 12 1972

FOR FILING



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 9, 1972

TOM MCCALL
GOVERNOR

Channel

McMinnville

Mr. Morris Majors
Yamhill County Commissioner
Yamhill County Courthouse
McMinnville, Oregon

Dear Commissioner Majors:

This office is in receipt of a letter of complaint concerning a traffic hazard at the East McMinnville interchange.

Our Traffic Safety Administrator explored this and learned there is a hazard existing and the Highway Department has been in touch with your planning commission. We understand there is some "red tape" involved which is causing some delay. It might be well "to fix the barn door before the horse gets out."

We understand there presently is needed a zoning variance from the planning commission before the Highway Division can approve and secure the funds.

Our office would appreciate your exploring the situation and determine if there is any unusual delay, as safety factors are involved to an extent that human lives should be the foremost consideration.

Thank you for your kind consideration.

Sincerely,

Wayne G. Huffman
Wayne G. Huffman
Assistant to the Ombudsman

WGH:sc

cc: ✓ Highway Department
Traffic Safety Commission

NOTED
E. S. HUNTER

cc *Shall* *Edwards*
Young *Klaboe*
Boyd



OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1972

To: E. S. Hunter
ASST. STATE HIGHWAY ENGINEER

SUBJECT: Property Acquisition
E. McMinnville Interchange
Salmon River Highway

We have had a preliminary answer from the Yamhill County Planning Commission relative to our proposed zone change at the East McMinnville Interchange. As you brought to my attention recently, the problem will have to be handled at the time of the property negotiations.

The negotiations should entail in the option our intersession with the Planning Commission to extend the commercial zone in return for a reasonable negotiation amount. If we proceed with the zone change prior to the acquisition, we will not be able to mitigate the damages.

J. B. Boyd
J. B. Boyd
REGIONAL ENGINEER

JBB/jc

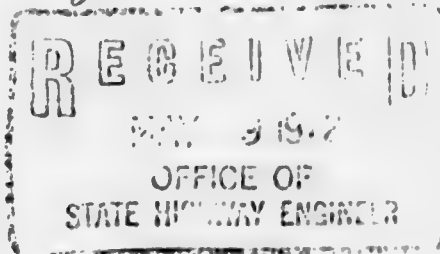
cc: Rod Henry

5-9-72

Wolfe

*Field data being completed now. Expect to have an
by May 15th. Would like to let job in July if possible.*

cc *Hall Edwards*
Egan Klaboe
Boyd



*original to
Vic Wolfe
5-10-72*

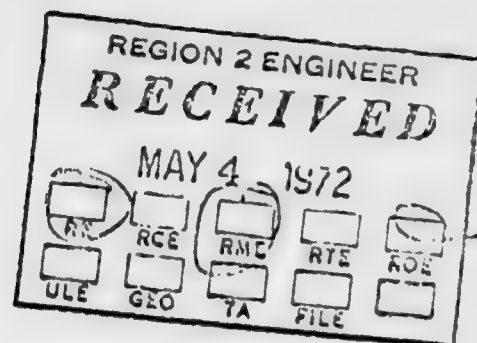
NOTED
E. S. HUNTER

YAMHILL COUNTY
Oregon

COUNTY PLANNING COMMISSION
Department of Planning & Development

3 May 1972

Re: Docket Z-53-72



J.B. Boyd
Regional Engineer
Oregon State Highway Division
East Salem Highway Bldg.
Salem, Oregon 97310

At their regular meeting last evening the Yamhill County Planning Commission briefly reviewed your East McMinnville Interchange alternative design study as you requested. Although no official action was taken, the general consensus was favorable toward extending the existing commercial zone south if disrupted by new highway construction.

When the zone change is to be formally considered, the Planning Commission must set a public hearing date. Usually, the land owner makes formal application (including legal description and processing fee of \$30) to this office.

Thanks for the preliminary coordination; we're glad to be of assistance any time.

Respectfully,

Michael S. Blair
Michael S. Blair
Planning Director

MSB:mc

cc: Joe Dancer, Secretary, McMinnville City Planning Commission

RECEIVED
MAY 11 1972

FOR FILING

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 4, 1972

To: Ken Wolfe
RESIDENT ENGINEER

SUBJECT: Frontage Road Revision
E. McMinnville Interchange

It is tentatively planned to contract a revision of the E. McMinnville Interchange at the July Letting. The plan will be approximately as shown on the attached sketch.

In order to meet this schedule, an early survey is necessary. The survey should be limited in nature. Please proceed as soon as your schedule permits, not waiting for the return of an approved survey order. The Schindler Bridge survey would come first.

Original signed by, Gerald Wimer

Gerald Wimer

REGIONAL CONSTRUCTION ENGINEER

GW:rps

cc: ✓ E. S. Hunter
Victor Wolfe
F. Lacey



NOTED
E. S. HUNTER

14
RECEIVED

FOR FILING

Maint

Traffic

Channel

Mc Minn.

Salem, Oregon
May 1, 1972

Frontage Road Revision
E. McMinnville Interchange

Mr. J. B. Boyd
Region Engineer
East Salem Highway Building

D I V I S I O N

Please advise the action taken by the McMinnville Planning Commission May 2 with regard to revision of the East McMinnville Interchange.

If, as I suspect, they take favorable action you should provide them with all the assistance needed for holding their rezoning hearing.

In addition, please work up a location for the revision with an eye toward contracting in July.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
H. S. Cox
Frank Hall
L. H. Young
Victor D. Wolfe

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

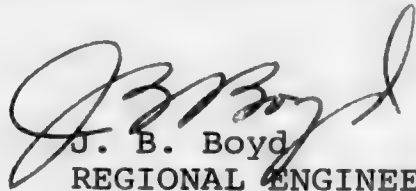
Salem, Oregon
April 17, 1972

To: E. S. Hunter
ASST. STATE HIGHWAY ENGINEER

SUBJECT: Frontage Road Revision
E. McMinnville Interchange

The answer to your recent inquiry about our planned program for the East McMinnville Interchange is shown on the attached sketch. A copy of my letter to the Yamhill County Planning Commission and their reply is attached for your information.

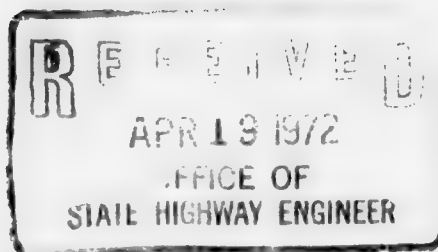
This logical change, in my opinion, should be promoted. As you can see, it is a long process in order to obtain planning approval. Hopefully our plan could proceed based on the theory that the planning changes would be approved. A copy of an article in the McMinnville paper is also included for your information.


J. B. Boyd
REGIONAL ENGINEER

JBB/jc

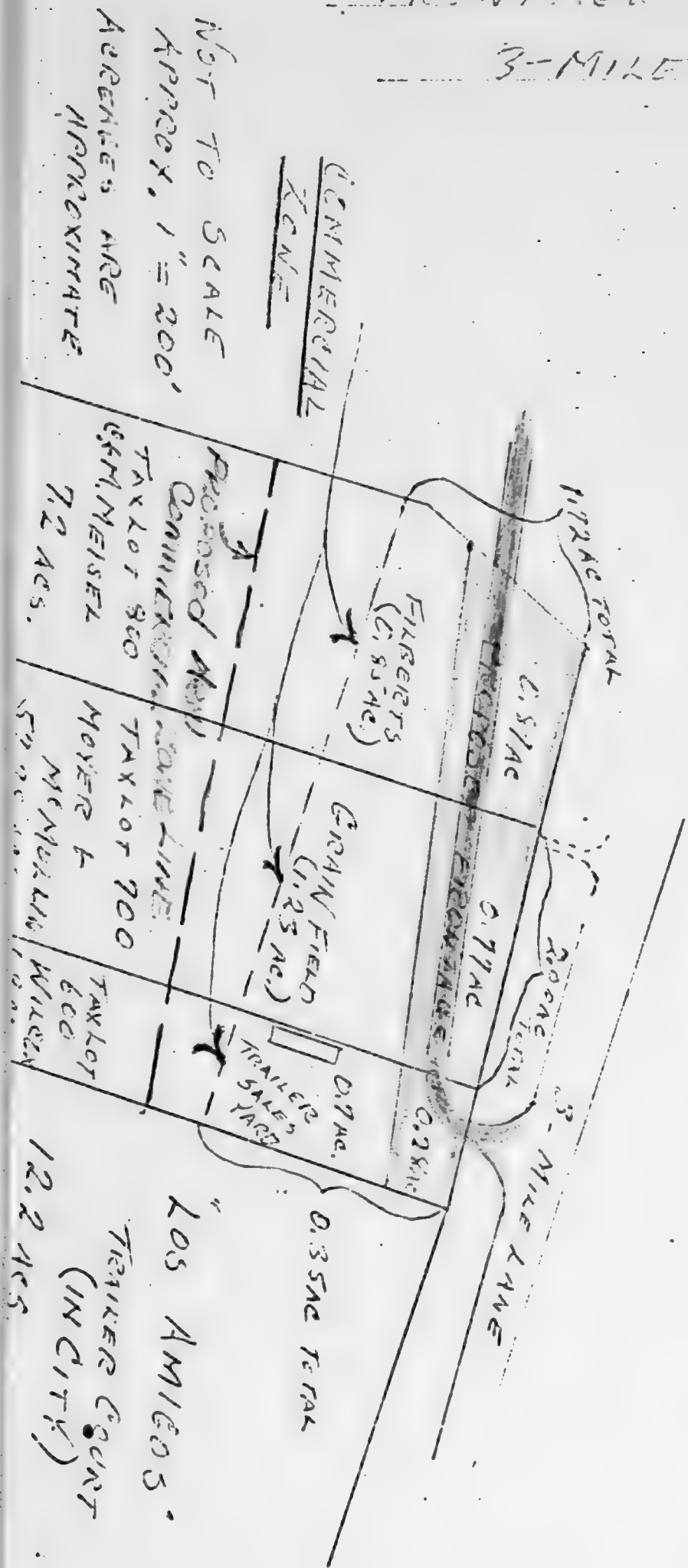
Attachs.

cc: R. L. Schroeder
L. E. George



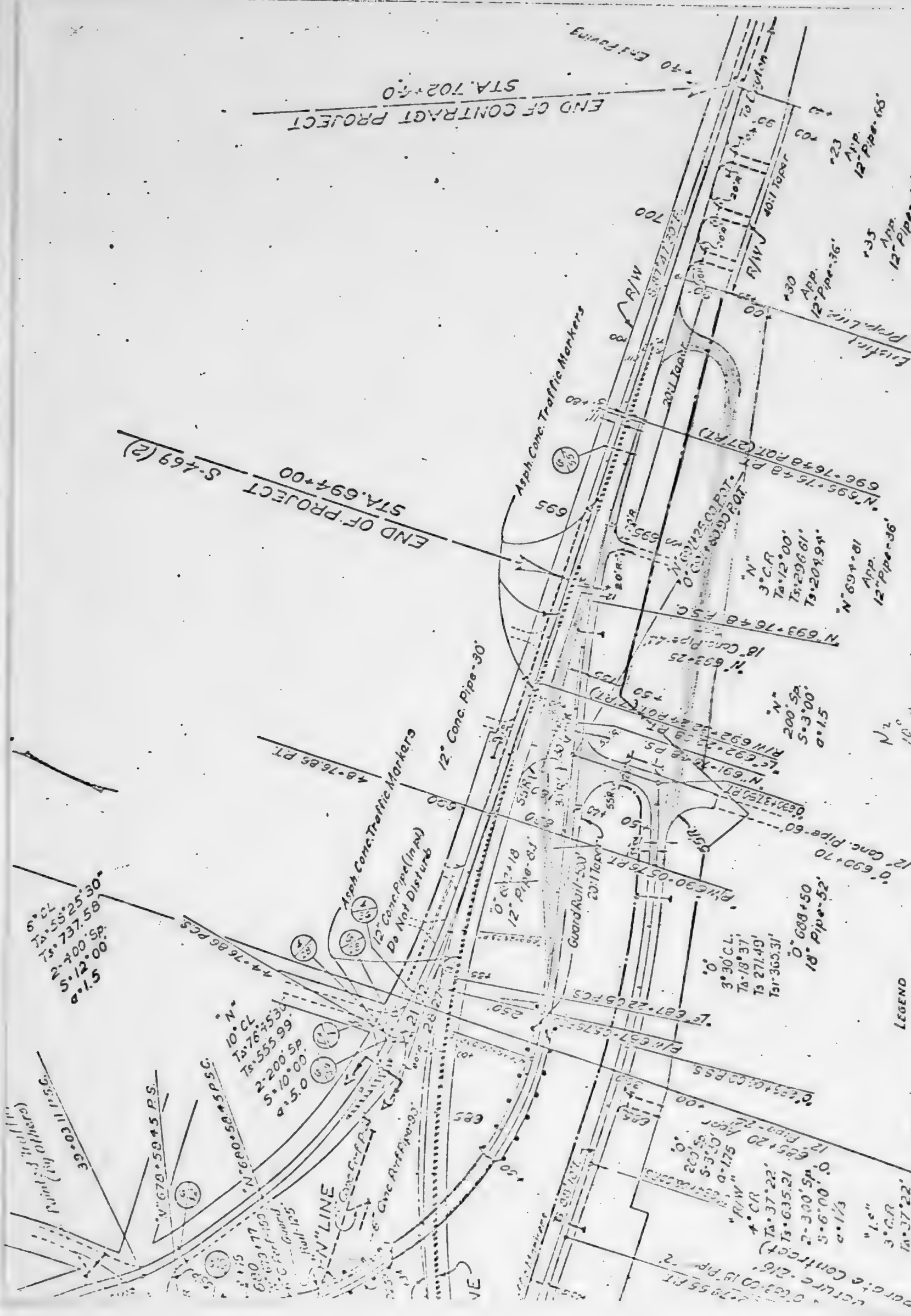
FRONTAGE RD. RELOCATION

3-MILE LANE - McMINNVILLE



3-22-72

R.C. FRIED



- REMOVE
 - CONSTRUCT
 - 12" RIGID STEEL ELECTRICAL CONDUIT

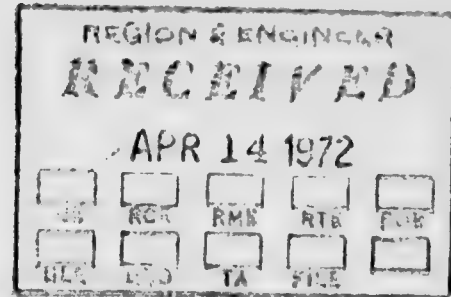
LEGEND
 Existing Power Pole (Power Source)
 1" Rigid Steel Electrical Conduit
 1 1/2" Rigid Steel Electrical Conduit

12" RIGID STEEL ELECTRICAL CONDUIT
 1 1/2" RIGID STEEL ELECTRICAL CONDUIT

YAMHILL COUNTY
Oregon

COUNTY PLANNING COMMISSION
Department of Planning & Development

13 April 1972



J.B. Boyd
Regional Engineer
Oregon State Highway Division
East Salem Highway Building
Salem, Oregon 97310

We appreciate the opportunity to study your East McMinnville Interchange revision proposal on Three Mile Lane.

The Planning Commission will review the proposal at their next meeting, 2 May. Since a zone change might be necessary as you suggest, a public hearing will be required. A hearing probably couldn't be set before the next regular meeting date of 6 June.

Respectfully,

Mike Blair
Michael S. Blair
Planning Director

MSB:mc

REGION 2 ENGINEER				
RECEIVED				
APR 11 1972				
☐ RE	☐ RCE	☐ RME	☐ RTE	☐ ROE
☐ ULE	☐ GEO	☐ TA	☐ FILE	☐

East Salem Highway Building, Salem, Oregon 97310

April 11, 1972

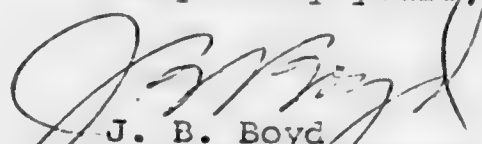
Yamhill County Planning Commission
 Courthouse
 McMinnville, Oregon 97128

Gentlemen:

We are presently studying alternatives which are possible to the present design of the East McMinnville Interchange. One of these alternatives involves the extension of the frontage road as indicated on the attached sketch. A problem develops immediately in that the commercial zone is restricted in width and our purchase of right-of-way on the front of this commercial zone becomes very expensive.

I would like the Planning Commission's feelings on whether they would alter this zone to an equal area southerly of the proposed frontage road right-of-way. I must reiterate that this is just a proposal, but that this problem of right-of-way cost is critical in the study. We would appreciate an opinion of the Commission if we did request this change.

Very truly yours,


 J. B. Boyd
 REGIONAL ENGINEER

JBB/jc

cc: City of McMinnville
 bcc We are continuing our attempt to solve this problem.
 L. E. George This editorial points to the continuing need to solve it.

Editorials and opinion



This is Highway 18 west of McMinnville at the off ramp between mile posts 46.26 and 46.39 just out Third street. It is becoming notorious as a hazard to unwary drivers. As this photo was taken,

last Friday, the State Police were cleaning up the second of three accidents in a seven-day period. Colleen Carlson of 550 Edmunston stopped at Martin Lane, pulled out and collided with two

other vehicles. The last fatality was some two years ago but a long list of injury accidents has been compiled plus many many near misses.

Remedy needed for hazardous highway

Serious public complaint over obvious defect in design of the highway interchange on Oregon 18 at the end of Third Street extension in southeast McMinnville warrants corrective action by the Oregon Highway Department. The growing toll of disaster at the junction, in human life, injury and property damage, no longer can be tolerated.

Emphasizing this situation are the three mishaps, involving seven vehicles and numerous bodily injuries, which have occurred at the intersection in less than three weeks.

Statistics on the number of mishaps at the junction are not available in McMinnville but have been requested by The News-Register from the Highway Department. Local State Police files are incomplete but research of even these show a dozen mishaps at the spot since January of last year.

Although there has been only one death at the intersection it is a miracle that there have not been more. Mishaps generally occur with at least one of the involved vehicles moving at relatively high speed and frequently with the other in a side position exposing occupants to tremendous force in the crash. Seven of the crashes on which we now have information brought at least minor injuries to passengers in the vehicles.

The most recent, involving two eastbound vehicles with one coming off the Third Street extension ramp and onto 18, brought serious injuries to one woman and broken bones to a

driver of a car. This crash, Wednesday afternoon of this week, closely followed a spectacular mixup of three cars last Friday afternoon.

In most cases the crashes seem to occur when vehicles move into main highway traffic from the short north-south connecting link between the ramp and Hwy 18. In the March 31 crash as the driver pulled out her car was struck by an eastbound vehicle. An eastbound pickup, whose driver swerved to avoid the other two cars, crashed into the planting area between the merging roadways and rolled. Had this driver smashed into the other two cars it is almost certain that more death toll would have been added to the intersection's list of victims.

Strong objections were raised to engineering design of the intersection at time of its construction. This column has previously voiced concern with signing, lack of visibility, and confusion for drivers unfamiliar with inherent hazards.

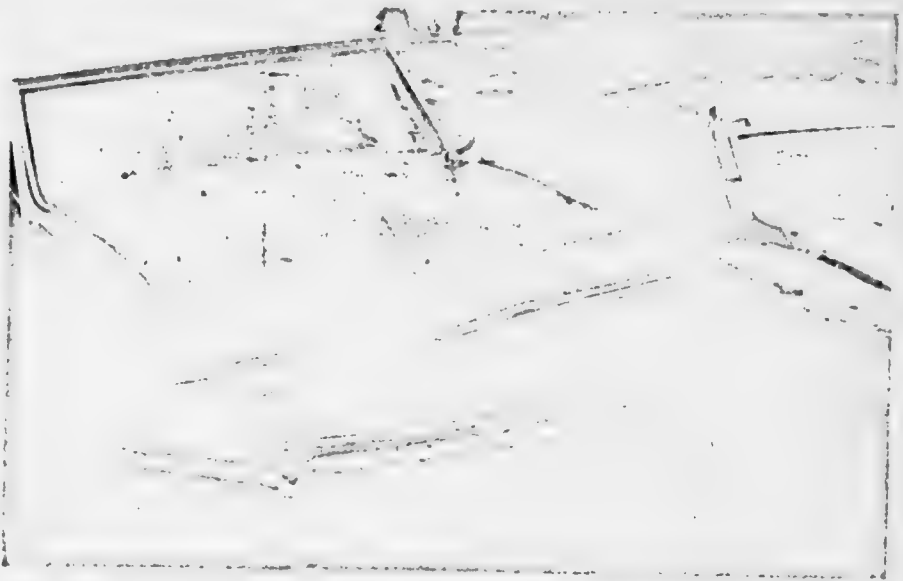
Critical nature of these is best exemplified by time of the accidents. A driver unfamiliar with the intersection finds it an almost undecipherable maze in darkness—particularly on stormy nights. Yet, a majority of accidents seem to occur during daylight hours when the unsuspecting driver should be most able to spot danger.

Addition of new signs or warning lights is not going to solve the problem. The state may be forced

to reconstruct its merging lanes, close the connecting link or redirect traffic flow. It is obvious the distance of sight between the several intersections and the curve outlet from under the overpass is inadequate for people who either are careless or slow in reaction. There is no question but that the ramp-highway merger for eastbound vehicles seems to create a blind spot for drivers coming from the city onto the main highway.

Pictures on this page showing not only mishaps at the junction but general view of the area indicate urgent need for attention by the Highway Department. It certainly is one of the most critical trouble spots on Yamhill County highways and action must be taken to alleviate the

problem. Citizens of the county should exert strong pressure on their officials to demand remedial programs.



At the same hazardous area, Wednesday, three persons were hospitalized when a truck driven by David Wasson of Dayton and a car driven by

James Bentley of Clackamas collided in the incident, both vehicles were eastbound.

1057
FOR FILING

Print
Traffic
Channel

Mc M.

March 30, 1972

Hon. Carl H. Francis
Judge of the District Court
Yamhill County Courthouse
McMinnville, OR 97128

43

Dear Judge Francis:

You brought to our attention a traffic matter on
ORE18 near Martin Lane in the vicinity of McMinnville.
The problem involved at this location is complex and there
is no easy solution short of reconstruction.

This letter is to act as an interim report on the
matter. The Highway Division is in the process of determin-
ing a practical solution. In the meantime, we have replaced
and repaired some of the signing in the area which had been
damaged.

We will contact you in the future on this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

LEG:lp 1a

bc George M. Baldwin
Tom Edwards
R. L. Schroeder
L. E. George
J. B. Boyd

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 10, 1972

To: L. E. George
TRAFFIC ENGINEER

SUBJECT: Intersection Investigation
Salmon River Highway
East McMinnville Int.
Ore 18 Hwy #39 MP 46.28
Assignment RLS 43

The intersection investigated is at the east end of the subject interchange. The Salmon River Highway has two lanes of two-way traffic and immediately south of this roadway there is the one-way eastbound roadway of the Salmon River Highway Spur. Martin Lane is stopped first at the highway spur and again at the Salmon River Highway. The sight distance from both stop positions is more than adequate. The problem at this intersection is that the Salmon River Highway and the Spur look very much like a divided highway with one-way traffic on each side of the median, when in reality the northerly roadway carries two-way traffic.

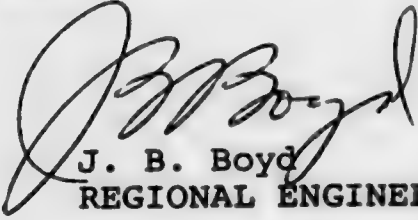
This intersection was investigated in November, 1970 and this same problem was noted. In December, 1970, a sign was posted directly across the Salmon River Highway from the stop position on Martin Lane. This sign is black on white and carries the message TWO-WAY TRAFFIC with a doubleheaded arrow. This sign is best seen in picture #4. Since that time, the accident picture at this intersection has become even worse. During 1971, there were nine accidents at this intersection which resulted in the injury to four people. Six of these nine accidents involved drivers from the side road and eastbound cars on the Salmon River Highway. This is the direction of traffic on the highway which is unexpected.

The STOP sign shown in picture #2 has been returned to its proper height since this picture was taken. It evidently had been knocked down as the result of an accident at this intersection.

It is felt that to properly solve this problem, the confusing situation should be eliminated. We recommend doing this by rebuilding the end of the spur leg so that it merges with the highway further to the west and extending the frontage road

Intersection Investigation
March 10, 1972
Page 2

to the east so that the new intersection will be located east of the merge point. A sketch of this is attached. A more detailed plan of this is being prepared and will be submitted in the near future.


J. B. Boyd
REGIONAL ENGINEER

JBB/jc

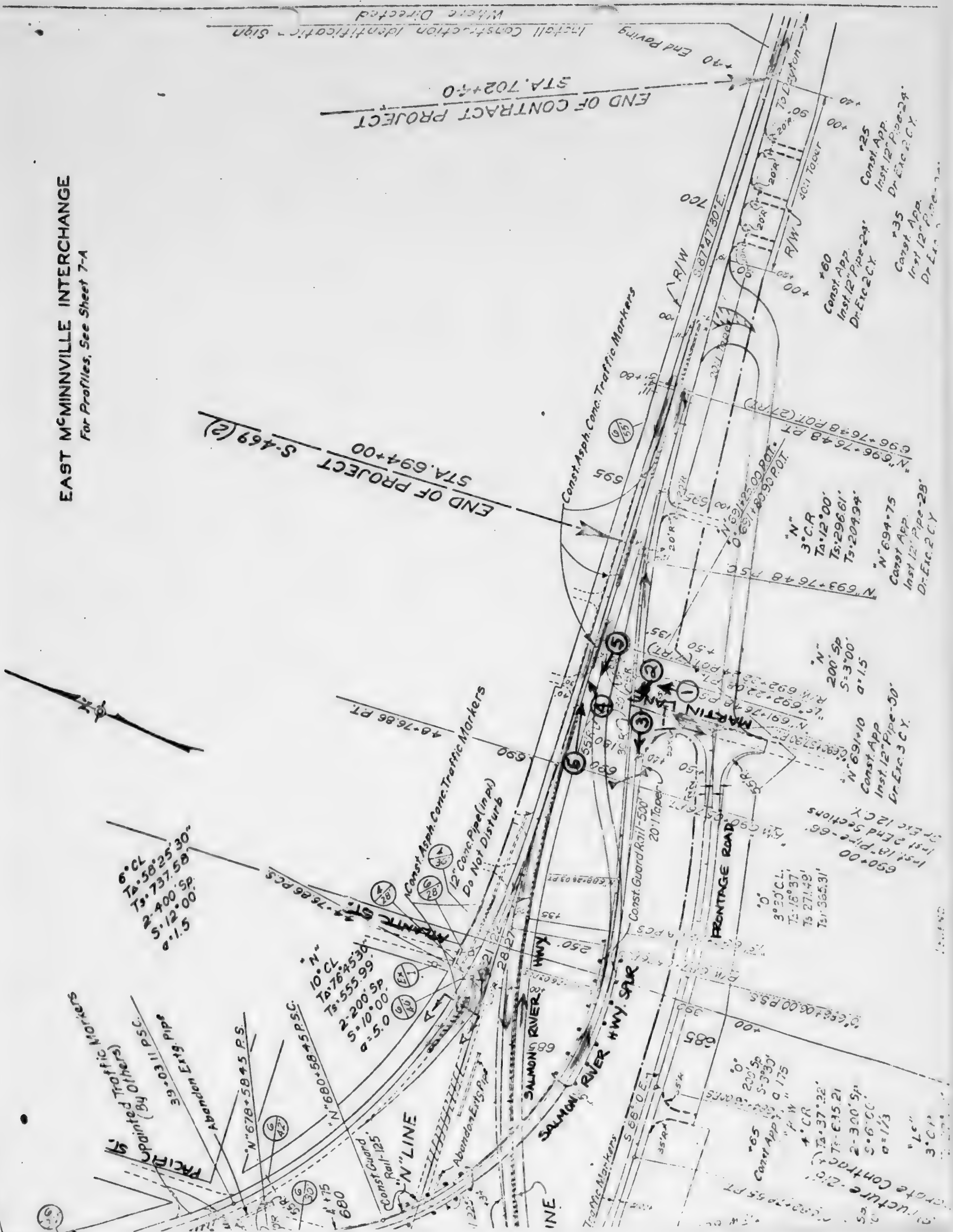
Attach.

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MAR 13 1972

TRAFFIC ENGINEERING

For Profiles, See Sheet 7-A



The following
Document(s)

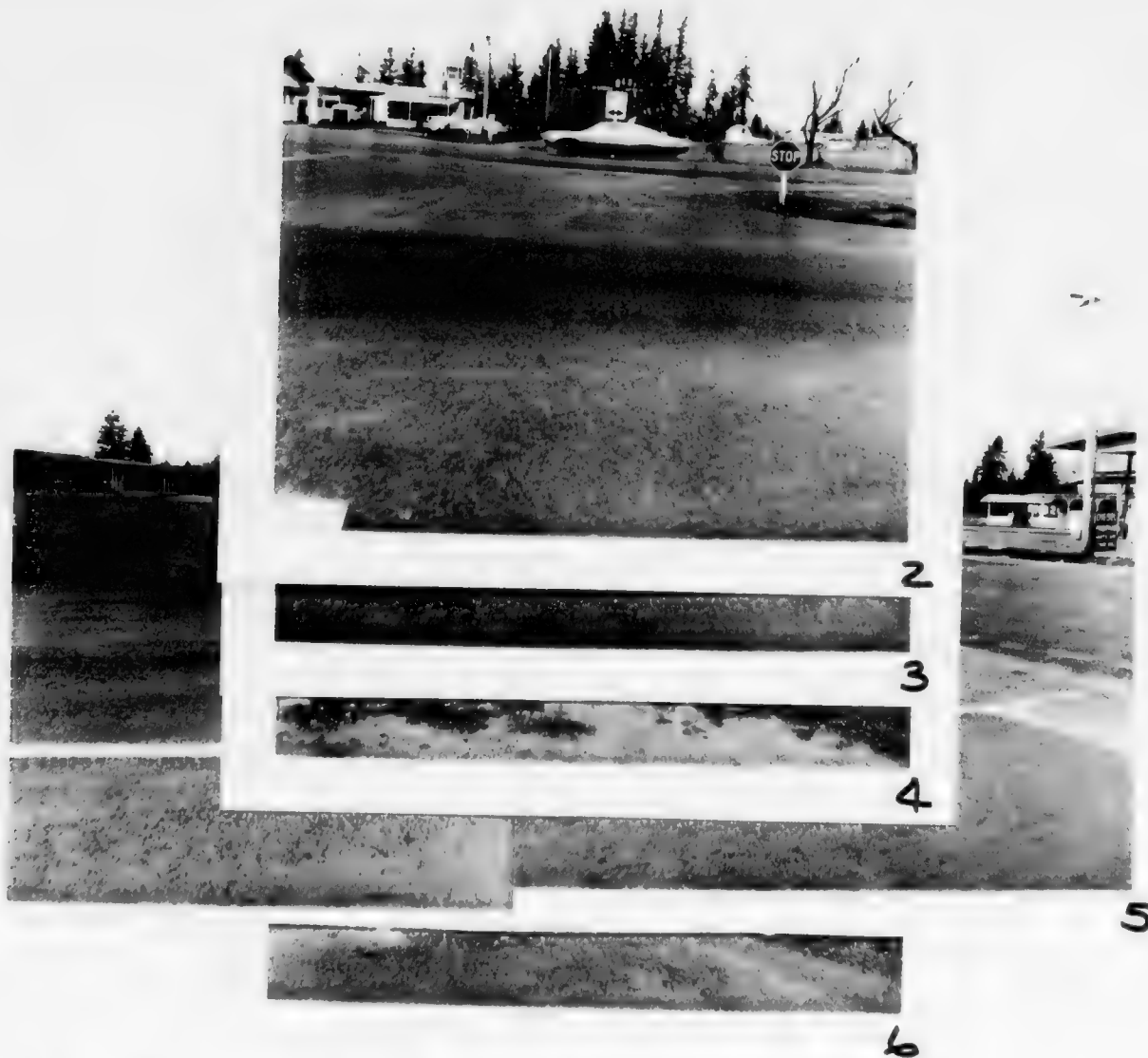
are

Photographs

TYPICAL VIEWS
Salmon River Highway
East Mc Minnville Interchange



- 1) Looking north across the Salmon River Highway Spur and the Salmon River Highway from 50' south of the stop position at the Salmon River Hwy Spur
- 2) Looking north across the Salmon River Hwy Spur and the Salmon River Hwy from the stop position at the Salmon River Hwy Spur
- 3) Looking west on the Salmon River Hwy* from Martin Lane *(Spur)
- 4) Looking north across the Salmon River Highway from the stop position
- 5) Looking west on the Salmon River Highway from Martin Lane
- 6) Looking east on the Salmon River Highway from Martin Lane



- 1) Looking north across the Salmon River Highway Spur and the Salmon River Highway from 50' south of the stop position at the Salmon River Hwy Spur
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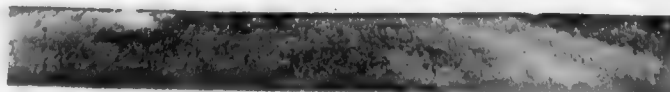
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- 6) Looking east on the Salmon River Highway from Martin Lane



5



6

- 1) Looking north across the Salmon River Highway Spur and the Salmon River Highway from 50' south of the stop position at the Salmon River Hwy Spur
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6

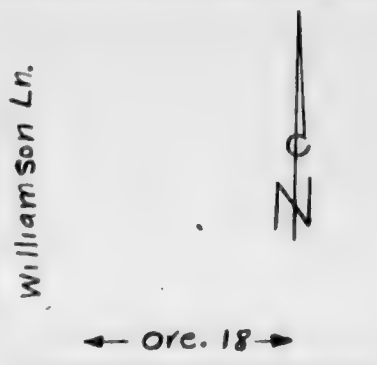
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- 5) Looking west on the Salmon River Highway from Martin Lane
- 6) Looking east on the Salmon River Highway from Martin Lane

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of McMinnville County Yamhill
Intersection of Salmon River Hwy and Williamson Ln.
Highway Number 39 (Ore. 18) MP. 46.22
Period Covered 1-1-68 To 12-31-71
Compiled by CS Drawn by Date 2-29-72

LEGEND

- Person Killed
- ←---- Pedestrian Killed
- Person Injured
- ←---- Pedestrian Injured
- ↑ Property Damage Only
- ←→ Collision - Rear-end
- ←→ Collision - Head-on
- ↔ Collision - Sideswipe



- ←---- Path of Pedestrian
- ↑ Path of Vehicle
- ←---- Path of Animal
- ↑ Vehicle Moving
- Vehicle Stopped
- ←→ Vehicle Backing
- Properly Parked
- ◻ Improperly Parked
- ↺ Vehicle Overturned
- ↺ Vehicle Skidded

Collision Type	1968				1969				1970				1971				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1		1			1	1		2	1	3		1	2	3		4	4	8
Head-on																				
Rear-end															2	2			2	2
Sideswipe																				
Turning Movement											1	1		2	2	4		2	3	5
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1		1			1	1		2	2	4		3	6	9		6	9	15

REGION 2 ENGINEER				
RECEIVED				
FEB 29 1972				
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OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Yamhill
 Intersection of Salmon River Hwy. Spur and Williamson Ln.
 Highway Number 39 Spur MP. Y 46.20 E
 Period Covered 1-1-68 To 12-31-71
 Compiled by CS Drawn by _____ Date 2-29-72

LEGEND

- Person Killed
- ←---- Pedestrian Killed
- Person Injured
- △---- Pedestrian Injured
- Property Damage Only
- ←→ Collision - Rear-end
- Collision - Head-on
- ↔ Collision - Sideswipe

Williamson Ln.

N

Salmon River Hwy. Spur.

- △---- Path of Pedestrian
- Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- ←→ Vehicle Backing
- Properly Parked
- Improperly Parked
- ↺ Vehicle Overturned
- ↺ Vehicle Skidded

9-71-47

Collision Type	1968				1969				1970				1971				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision:																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0				0				0		1		1		1		1

REGION 2 ENGINEER				
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FEB 29 1972				
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ULB	UGO	YA	FILE	

REGION 2 ENGINEER				
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FEB 29 1972				
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RE	NCE	NME	NYE	ROE
☐	☐	☐	☐	☐
ULE	UGO	YA	FILE	

CARL H. FRANCIS
JUDGE

REFERRED TO
Adm
BY SECRETARY



TELEPHONE 472-5161
EXT. 225

DISTRICT COURT
YAMHILL COUNTY COURT HOUSE
McMINNVILLE, OREGON 97128
(Dictated February 1, 1972)
February 8, 1972

Oregon State Highway Commission
Administration
State Highway Building
Salem, Oregon 97310

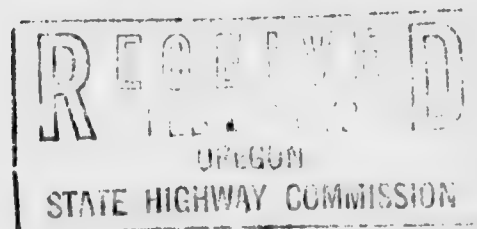
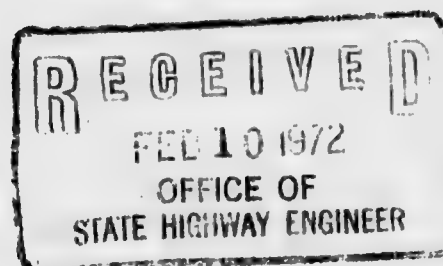
Gentlemen:

I recently received a letter from an individual, cited for failure to yield the right of way at an intersection. The episode occurred at highway 18, near Martin Lane--an area which I travel very frequently, and which is indeed, as presently designed, one which prompts me to send you the diagram which this man prepared, showing his accident, and the last paragraph of his letter (his identification being removed from the enclosures.)

Cordially yours,

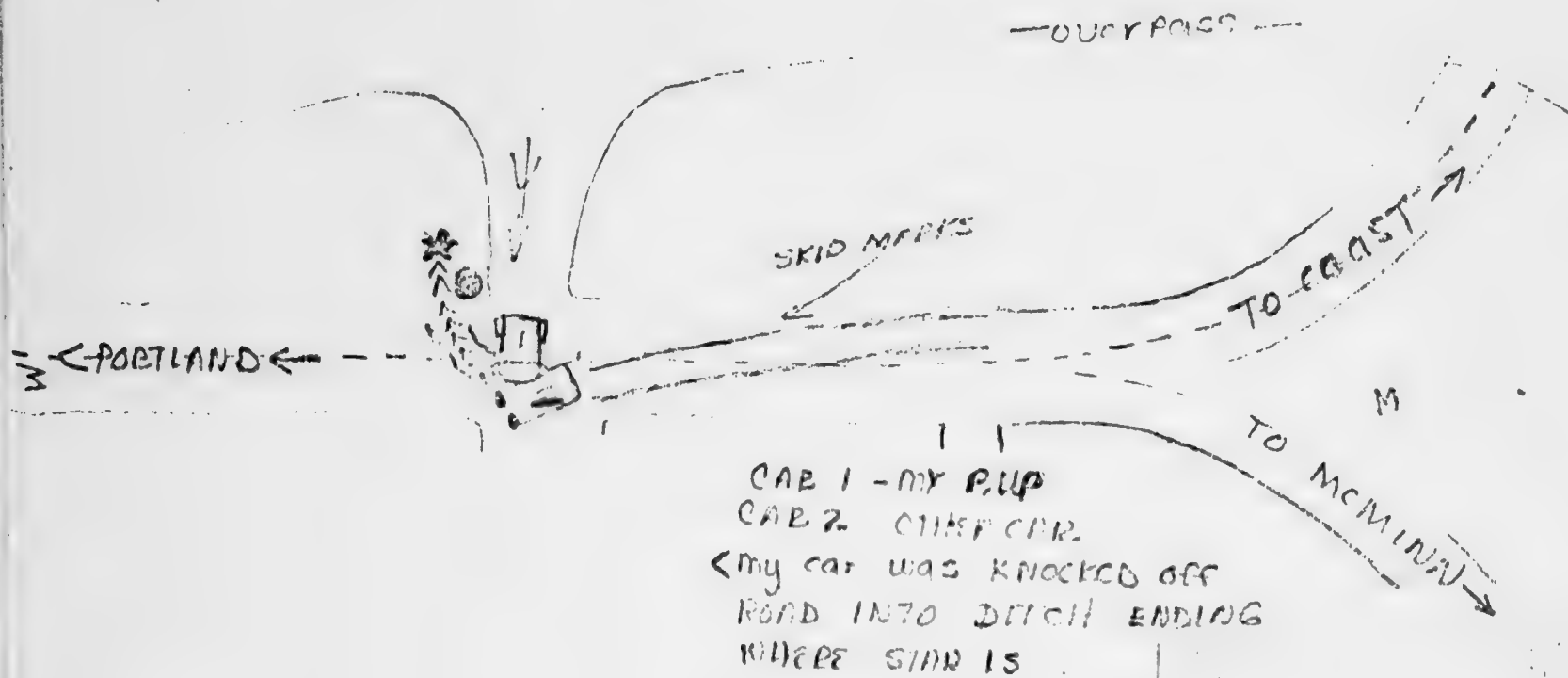
Carl H. Francis
CARL H. FRANCIS
Judge

ch
2 Enclosures



Your Honor, I believe (as others do) THAT THIS INTERSECTION SHOULD BE CONSIDERED VERY DANGEROUS! SINCE MY ACCIDENT, THERE HAS BEEN 4 ACCIDENTS RESULTING IN SERIOUS DAMAGE AND INJURIES TO SOME. INCIDENTLY, HIT THE SAME WAY I WAS. THE Highway Dept. Should carefully consider re designing this intersection - TO IMPROVE IT BEFORE JAMMILL CO. RECORDS A TRAFFIC FATALITY THERE. I'M SURE YOU HAVE HAD OTHERS IN YOUR COURT SAY THIS IS A DANGEROUS INTERSECTION - WHEN A POLICEMAN AGREES IT IS DANGEROUS, ITS TIME WE LOOK TO A WAY TO ~~PREVENT~~ PREVENT US FROM LISTING ONE OF OUR RESIDENTS AS A FATALITY. WILL YOU PLEASE HELP????

Thank You for listening!!



(EMI 0001)

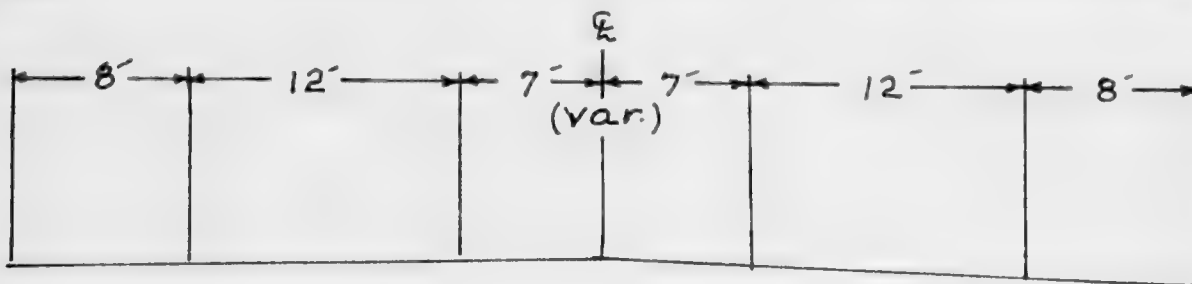
OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Traffic Signal - East McMinnville Intchg Date October 19 1981
 Highway Salmon River # 37 Authorization No. 1
 County Yamhill # 36 Survey Prefix 36-1979
 (Assigned by Salem office)

Description of termini, route, length, etc.:

The project is located at the easterly end of the East McMinnville Interchange where a traffic signal is to be installed at the juncture of the Burch Concrete driveway and the Salmon River Highway, MP 46.39. The length of project including channelization is 0.2 miles.



Purpose of survey:

Prepare plans, specifications, and cost estimate to install a traffic signal with channelization of the Salmon River Highway plus signing and illumination.

Estimate of Costs:

Resident Engineer	(901)	\$6,000
Final Design	(905)	3,000
R/W Descriptions	(909)	1,000
Soils & Geology	(910)	500
Traffic	(911)	3,500
R/W Liaison	(913)	500
Utility Liaison	(914)	500
Recon & Hydrology	(918)	1,000
Project Management	(920)	200

Specifications	(921)	2,000
Adm. Serv. (Eng.)	(922)	100
Environmental	(923)	1,200
Training & Seminars	(950)	500

HES-23(5)
3-9-82

Approved by Hwy Eng'r 10-5-81 250000 HES

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey \$ 20,000
 Previous authorization
 Additional authorization requested
 Additional authorization approved (Salem)
 Total all authorizations approved (Salem)

Requests made by:

[Signature]
Field Engineer

Recommended for Approval:

[Signature]
for Regional Engineer

Recommended for Approval:

[Signature]
Location Engineer

Approved:

[Signature]
Assistant State Highway Engineer

Section East McMinnville Tech

Highway Salmon River

County Yamhill

Prefix (only if for additional funding) # 1

Authority for Survey # 1

Column A - Total Funds needed for present phase of work
Column B - Total Funds needed to complete project

	FUNDS REQUIRED BY RESIDENT		FUNDS REQUIRED BY REGION		FUNDS REQUIRED BY SALEM		TOTAL FUNDS REC FOR P.E.	
	A	B	A	B	A	B	A	B
Resident Engineer	6000						6000	
Citizens involvement								
Payment to local government								
Consultant fees								
Final Design								
Bridge Design					3000		3000	
Preliminary Design								
Right of way descriptions								
Soils and geology					1000		1000	
Signing (traffic dept.)			500				500	
Landscape department			500		3000		3500	
Right of way - liaison & relocation								
Utility liaison			500				500	
Photogrammetry			500				500	
Inventory needs								
Reconnaissance & Hydrology								
Engineering graphics								
Project Management					1000		1000	
Specifications								
Administrative Services (engineering)					200		200	
Environmental Section					2000		2000	
Department of Transportation					100		100	
Air Monitoring			1000		200		1200	
Foundation investigation								
Free Bridge Design to county								
Training courses, confer. & seminars								
Employee relocation asst. program			500				500	
Personal leave								
Historical sites inventory								
Public hearing charges								
50 monitoring expense								
"Non-State" employees travel								
TOTALS	6000		3500		10,500		20,000	

Signature

Date

11-2-91

L

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 26, 1981
Salem, Oregon

FILE:

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: East McMinnville Intch. Section
Salmon River Highway
Yamhill County

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

Attached for subject project:

	YES	NO
Project Request	<u> </u>	<u> X </u>
Authority for Survey	<u> X </u>	<u> </u>
Prospectus	<u> X </u>	<u> </u>
Region Cost Estimate	<u> X </u>	<u> </u>

See attachments.

Recommended Category 1 2 X 3
Statewide Assessment

Waterway Involved Yes No X

Project Number

Year Scheduled 82

Please process the documents through normal channels for approval.

POS/rph

cc: Handred

REFERRED TO
Vic & Phil
By Location Engineer

RECEIVED

OCT 27 1981

LOCATION
SECTION



STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Engineer

DATE: October 19, 1981

FROM: Loren Weber *Loren*
Region Location Engineer

SUBJECT: Authority for Survey & Draft Prospectus
Traffic Signal Installation and Channelization
East McMinnville Interchange Section
Salmon River Highway - Yamhill County

I have attached the subject data to provide for the installation of channelization, illumination and a traffic signal at the East McMinnville Interchange. There is no waterway involved. The project is to be included under the statewide categorical inclusion.

The estimated costs for Region functions are as follows.

Survey	901	\$6,000
Soils & Geology	910	500
Traffic	911	500
Utility Liaison	914	500
Environmental	923	1,000
Training	950	500

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

36-1979

1 - IDENTIFICATION

PROJECT NAME

East McMinnville Interchange Section

HIGHWAY NAME

Salmon River

HIGHWAY NUMBER

39

REGION

2

ADMINISTRATIVE DISTRICT

3

COUNTY

Yamhill

CITY

McMinnville

LENGTH

0.2

MILEPOST NUMBER

46.29

TO

46.49

☐ RURAL

☒ URBAN

LOCAL GOVERNMENT PROJECT?

☐ YES

☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS

☐ FAI

☐ FAP

☐ FAS

☐ STATE

☐ FAUS

☐ OTHER Title II - Hazard Elimination

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☒ GRADING

☒ PAVING

☐ STRUCTURE

☐ SIGN

☒ SIGNAL

☒ ILLUMINATION

☐ ROADSIDE IMPROVEMENT

☐ OTHER

PROJECT DESCRIPTION

Revise channelization and install traffic signal on the Salmon River Highway at the East McMinnville Interchange. The actual signal location is proposed across from the Burch Concrete yard entrance with a westbound left turn refuge lane on the Salmon River Highway. The through eastbound lanes of the Salmon River and the 3-Mile Lane overcrossing should be merged westerly from the signal. A new connection will be made on the southerly side of the Salmon River at the signal. This will serve the local traffic for Martin Lane, the new logging supply building and the Lawson Lane area.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

8300 - 1979

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
		☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐
DESIGN SPEED (MPH)	DESIGN STANDARDS		TRAFFIC ANALYSIS				
45	AASHTO		☐ LIGHT	☐ MEDIUM	☐ HEAVY		

APPROVED

Location Engineer

Date 11/24/81

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12-foot	2 - 12-foot
SHOULDERS	8-foot <u>±</u>	2 - 8 foot
MEDIANS	none	1 - 14-foot
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	8' shoulder adequate
INTERCHANGES	existing	modify existing
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☒	☐	☐	Access Control	☒	☐	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☒	☐	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☐	☒	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream _____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Tele. power - gas

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review	☒	☐	☐

4 - WORK ITEMS

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	—
CORRIDOR APPROVAL	()	—
FIELD SURVEY	(6)	2
PRELIMINARY DESIGN	()	—
DESIGN APPROVAL/FINAL EIS	()	—
RIGHT-OF-WAY DESCRIPTIONS	()	1
RIGHT-OF-WAY ACQUISITION	(6)	—
P.S. & E. DOCUMENTS	()	4

RECOMMENDED CONSTRUCTION DATE

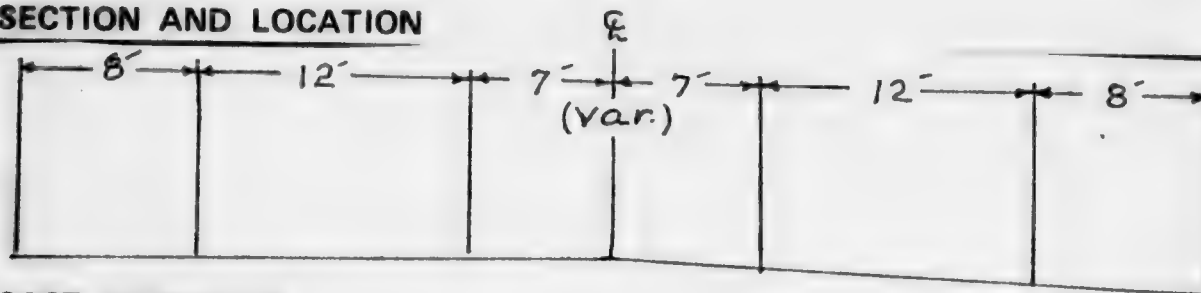
late 1982
(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C Base and wearing C.T.B.	4" 12"	2"

7 - TYPICAL SECTION AND LOCATION

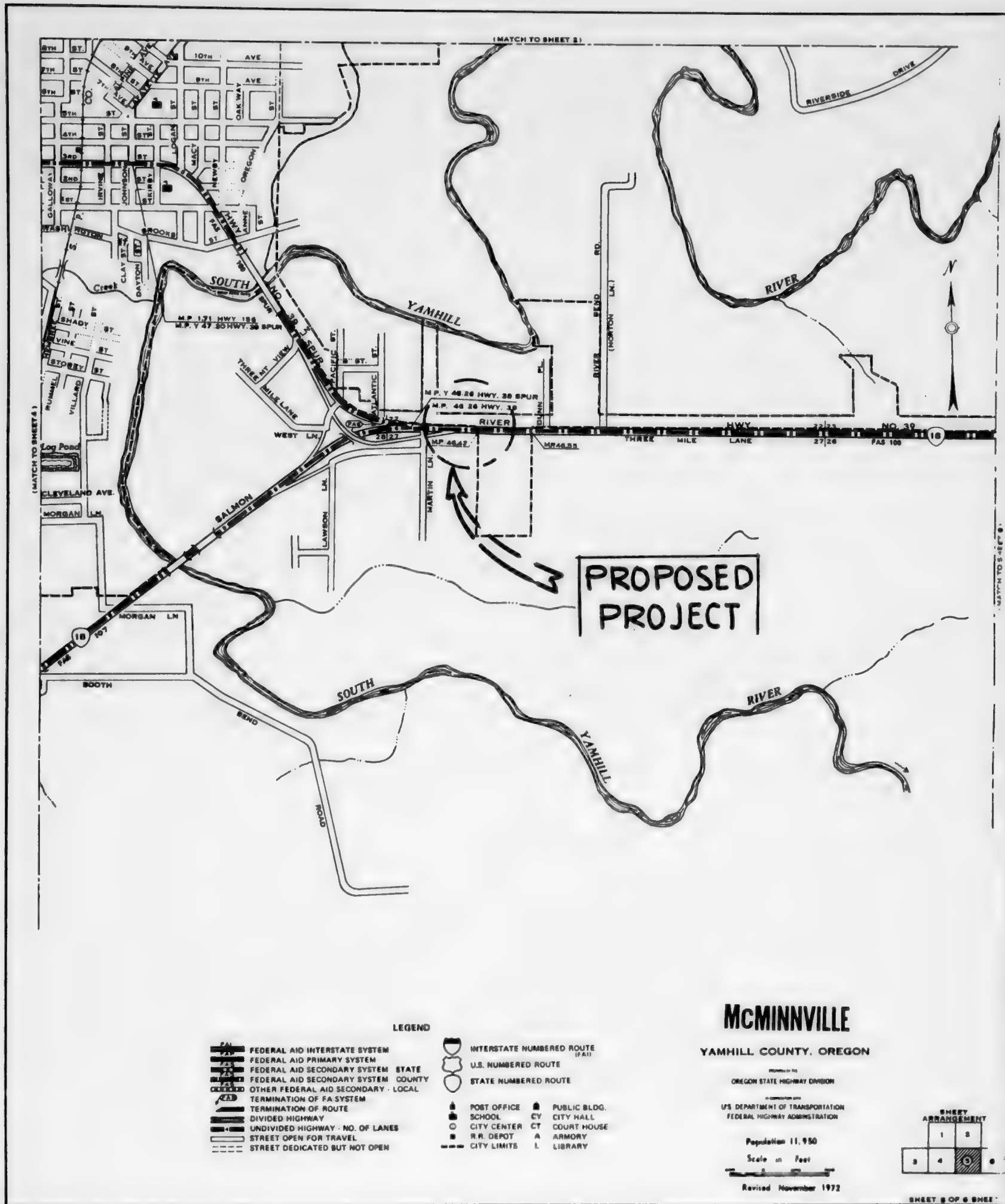


8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	25 000	
RIGHT OF WAY	10,000	
TRAFFIC CONTROL	85,000	
ILLUMINATION	20,000	
STRUCTURES		
RAILROAD		
ROADWAY	175 000	
OTHER		
ENGINEERING & CONTINGENCIES	50,000	
PROJECT TOTAL	365 000	

SUBMITTED BY

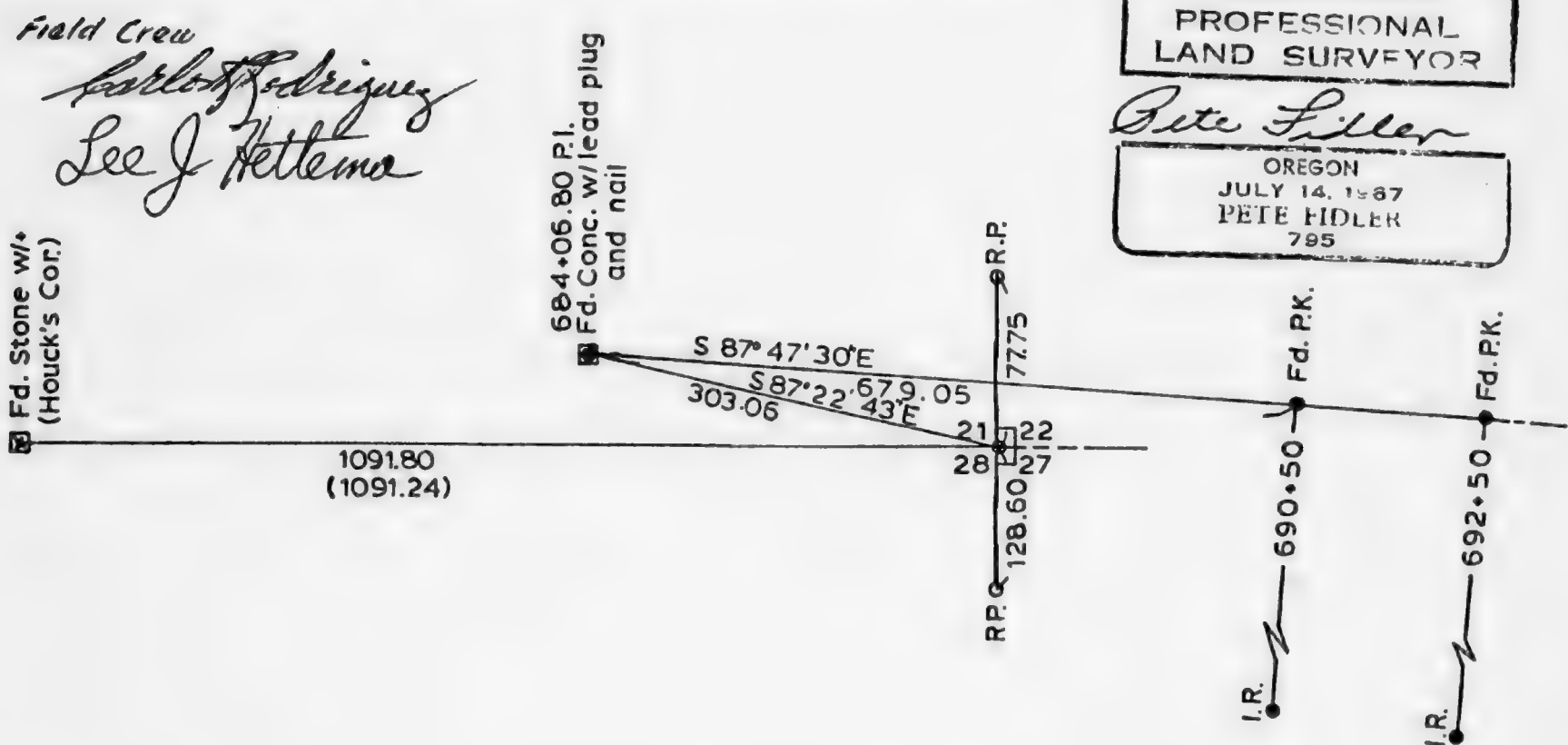
[Signature]



Region 2 Location Office
Don Thurston, Region Location Supervisor
May 26, 1982

McMinnville Yamhill County
Restoration of Section Corner
between Sections 21, 22 & 27, 28 T4S R4W

Original corner (stone with +) found in 1951 by State Survey Crew. Said corner was tied by coordinates, as shown on R/W Map No. 8B-19-13, Salmon River Jct - E McMinnville Jct Section, Yamhill County, dated Sept. 1960. A concrete monument For P.I. with a lead plug and a nail was found and by relocating centerline from R/W I.R.'s at sta 690+50 and 692+50 the location was verified. Coordinates listed on above mentioned R/W Map for P.I. and Section Corner were inversed to establish a bearing and distance between the two points. By using the bearing shown on the R/W Map and the bearing and distance computed, a tie was established. Using the computed tie a 5/8" I.R with cap was set with the letters SEC COR inscribed. Said Section Corner was referenced at 90° to the North and South with 5/8" I.R.'s with caps. Position of Section Corner was verified by use of C.S.#1009. Survey done by J.D. Fenton, March 1887 for Wesley Houck, tying said Section Corner to N.W. Cor. of Wesley Houck's land.



ADDENDUM TO NARRATIVE

EAST MCMINNVILLE INTERCHANGE

Salmon River Hwy.

Yamhill County

June 1982

HISTORY

This project was submitted to Region in May 1982. During review of this project by the Region Location Office, the length of the left turn refuges on the Salmon River Highway were increased to meet the minimum standards for an at grade intersection. The proposed project limits are now R/W Station 688+75 to R/W Sta. 705+00, 0.31 miles. The possible need for continuing the left turn refuge to the west past Williamson Lane has also been discussed. A traffic count was taken by Region Traffic Section on 6-9-82 to justify if a need exists. The 24-hour vehicle total was 62 with a peak one hour period of ten vehicles. The reconnaissance estimate for extending the left turn refuge past Williamson Lane is an additional \$40,000. Dave Weaver, Region Traffic Engineer does not feel that the additional cost is justified and does not recommend extending the left turn refuge west beyond Williamson Lane.

Region recommends that in the future a frontage road be constructed on the north side of the Salmon River Highway from the proposed approach at Burch's west to Pacific Street. Several existing road approaches to the Salmon River Highway could be eliminated in the interchange easing some of the existing traffic problems in this area.

HORIZONTAL ALIGNMENT

Horizontal control is provided by a 'P' Line established for a map photogrammetrically compiled from January 1974 aerial photography titled McMinnville Airport-Salmon River Highway. Coordinates are LDP. Bearings are Oregon State Grid North Zone. All bearings are based on the bearing between photogrammetry points MA #2 and MA #3. The section corner between Sections 21, 22, 27 and 28, Township 4 South, Range 4 West, W.M. was reset in the original position with a 5/8" iron rod and cap with the letters SEC. COR. inscribed. The corner was reset from ties to the original section corner (stone with X) from R/W Map 8B-19-30. The position of the section corner was verified by use of CS #1009. A corner restoration has been filed with the County and a copy enclosed with the survey.

SURFACING

The surfacing design for the project was discussed with John Scofield by telephone. At that time a new work design was proposed as follows:

- 12" Cement Treated Base
- 2" Asphalt Concrete Base Course
- 2" Asphalt Concrete Wearing Course

The existing pavement will be overlaid with a 2" A.C. wearing course, with an additional 1" leveling allowance. A letter from John Scofield with the surfacing design will be forwarded when received.

Since there will be heavy truck traffic and the existing pavement is in poor condition at the road approach from Burch's Concrete, we are recommending and have specified that the approach be constructed with a full new work section. This would protect signal loops located in the entrance from being damaged by the deteriorating pavement.

RIGHT OF WAY

A 60' construction easement is needed on the left from Station 695+73 to Station 696+30 for the construction of the 32' entrance to Burch's. A permanent easement will also be needed for signal loops.

DRAINAGE

Steel pipe has been specified at the entrance to Burch's, since minimum cover requirement cannot be met without changing the existing drainage. The approach will also receive heavy truck traffic.

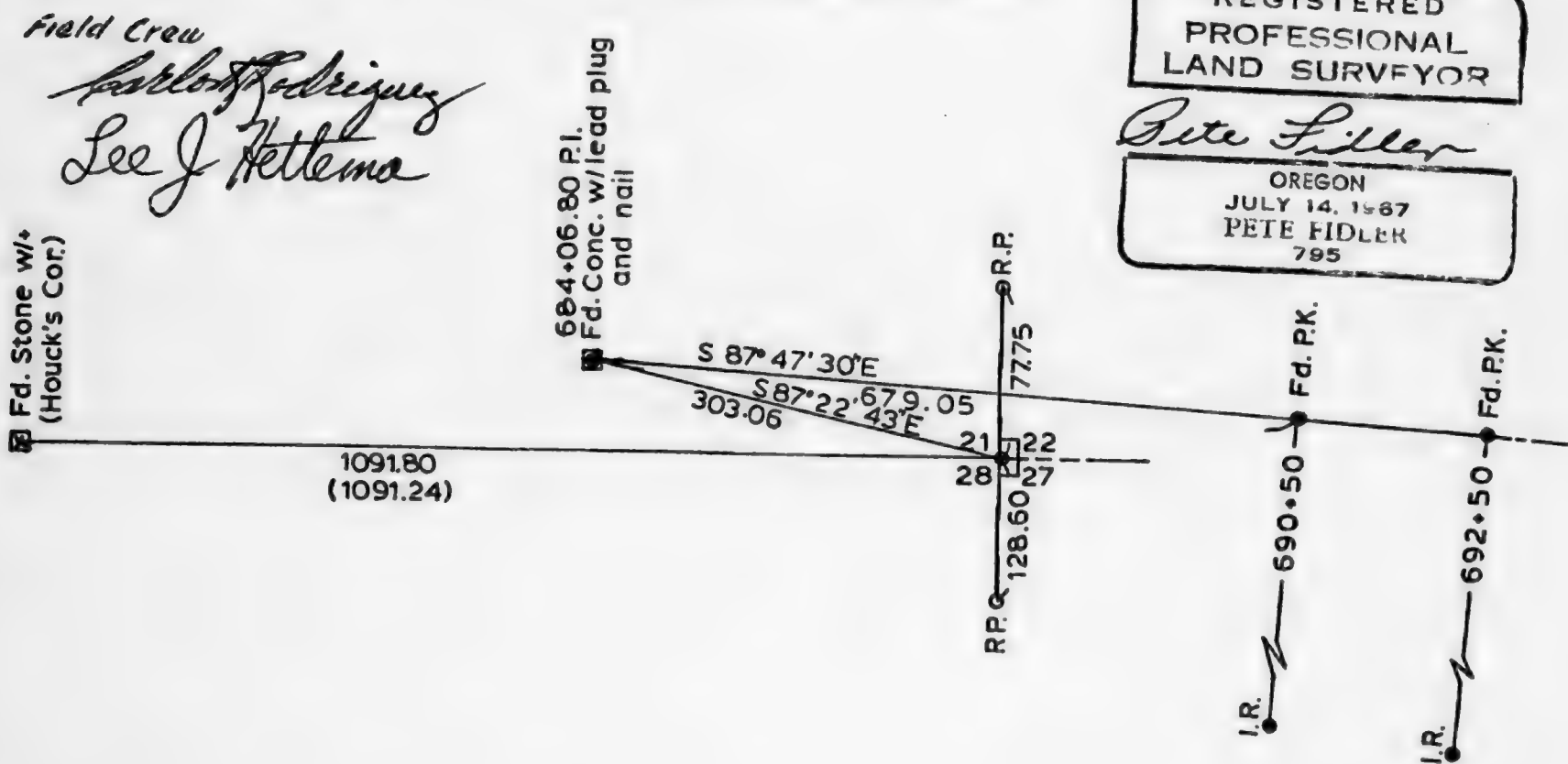
SUMMARY

A possible problem with the current proposal, which has been considered is the possibility that trucks coming from McMinnville to Burch's Concrete might use the 'A' Line ramp instead of the 'B' Line frontage road as proposed. In this case the trucks would have to merge and cross a lane of traffic to use the left turn refuge. The use of a solid painted stripe was discussed to prevent crossing lanes to merge before the signalized intersection, thus stopping this movement. This is not feasible without lengthening the proposed merging taper from 20:1 to possibly 40:1, however. The current proposed 20:1 taper is based on the assumption that some merging of traffic from 'A' Line would take place before the signalized intersection.

Oregon State Highway Dept
Region 2 Location Office
Don Thurston, Region Location Supervisor
May 26, 1982

Restoration of Section Corner
between Sections 21, 22 & 27, 28 T4S R4W
McMinnville Yamhill County

Original corner (stone with +) found in 1951 by State Survey Crew. Said corner was tied by coordinates, as shown on R/W Map No. 8B-19-13, Salmon River Jct - E McMinnville Jct Section, Yamhill County, dated Sept. 1960. A concrete monument For P.I. with a lead plug and a nail was found and by relocating centerline from R/W I.R.'s at sta 690+50 and 692+50 the location was verified. Coordinates listed on above mentioned R/W Map for P.I. and Section Corner were inversed to establish a bearing and distance between the two points. By using the bearing shown on the R/W Map and the bearing and distance computed, a tie was established. Using the computed tie a 5/8" I.R. with cap was set with the letters SEC COR inscribed. Said Section Corner was referenced at 90° to the North and South with 5/8" I.R.'s with caps. Position of Section Corner was verified by use of C.S.#1009. Survey done by J.D. Fenton, March 1887 for Wesley Houck, tying said Section Corner to N.W. Cor. of Wesley Houck's land.



LAST PARTIAL F. T. 1911

8 11 11

ADDENDUM TO THE LAST PARTIAL F. T. 1911

MOBILE 1911 1544

7 11 11 530

GENUINE 1911 1090

AGGREGATE 1911 515

7 11 11 425

CERTIFICATE 1911 111

AGGREGATE 1911 510

GENUINE 1911 1164

AGGREGATE 1911 625

#27281

ENGINEERING & MECHANICAL 1911 1311

ADDENDUM 1911 #27282

EAST MAINTENANCE LIFT LINE
 6-8 82

ADDITIONS FOR EXTENSION OF EAST MAINTENANCE LIFT LINE
AC 688~

Sta 688~ to 688+10 = 10' =

40' x 4" x 1.12 = 65 TONS

40' x 6" x 1.12 = 75 TONS

Sta 688+10 to 688~ = 10' =

40' x 4" x 1.12 = 65 TONS

40' x 6" x 1.12 = 75 TONS

Sta 688~ to Sta 688+10 = 10' =

40' x 4" x 1.12 = 65 TONS

40' x 6" x 1.12 = 75 TONS

TOTAL EXTRA LIFT LINES TO = 664 TONS x 16' = 10,624
 extra lift line to
 MARTIN LN

Approximate weight of 15' x 16' = 72 TONS x 16' = 1,152

Project: EAST McMINNIE INTERCHANGE

Map: 10 6-3 32

ADDITION for EXTENSION of Le. Twp. No. 1, R. 1, N. 1, W. 1
CTB CALCULATIONS

STA 634+75 to 634+25 Length 50'

$$\frac{400' \times 1' \times 6.5' (2.0)}{24} = 128 \text{ TONS}$$

STA 638+75 to 638+25 Length 50'

$$\frac{25' \times 1' \times 9.5' (2.0)}{24} = 50 \text{ TONS}$$

STA 638+25 to 645+25

$$\frac{300 \times 1 \times 4.5 (2.0)}{24} = 100 \text{ TONS}$$

TOTAL CEMENT TONS = 343 TONS X 1.1 = \$437

CEMENT IN CTB = 343 TON X 0.055 = 19 TONS X 85 = \$1615

ASPHALT IN CTB

$$[2600 + 645 + 110] \times .000124 = \underline{1 \text{ TON}} \times 110 = \$110$$

EAST McMinnville INTERCHANGE

OK

6-8

32

GENERAL EXCAVATION

STA 682+10 to 683+75 (165' - 00')

$$\frac{400 \text{ ft} \times 6 \text{ ft} \times 1.33}{27} = 118 \text{ CY}$$

STA 683+75 to 683~

$$\frac{75 \times 9 \times 1.33}{27} = 33 \text{ CY}$$

STA 688~ to 685~

$$\frac{300 \times 4.5 \times 1.33}{27} = 67 \text{ CY}$$

TOTAL GENERAL EXCAVATION = 218 CY

#1090

AGGREGATE SHOULDER

$$\frac{400 \text{ ft} \times \left[\frac{1.33 \times 5}{2} \right] (2.0)}{27} = \underline{50 \text{ Tons}} \times \$10.50$$

#525

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 36-1976-901 Highway Salmon River Section East McMinnville Interchange

Highway Class _____ Date April 1982

Yes No N/A*

- | | | | |
|-------------------------------------|-------------------------------------|-------------------------------------|---|
| ☒ | ☐ | ☐ | 1. Are the following being submitted? |
| ☐ | ☒ | ☐ | a. Detail Map (Hard Copy). |
| ☐ | ☐ | ☒ | b. Small Scale Ownership Map. |
| ☐ | ☐ | ☒ | c. Abandonment Map. |
| ☐ | ☐ | ☒ | d. Vicinity Maps (PUC and Structures). |
| ☐ | ☐ | ☒ | e. RR Encroachment Maps and Cross Sections. |
| ☐ | ☐ | ☒ | f. Interchange Layout Sheets. |
| ☒ | ☐ | ☐ | g. Location Profile. |
| ☒ | ☐ | ☐ | h. Located Line Cross Sections. |
| ☐ | ☐ | ☒ | i. Mass Diagram. |
| ☒ | ☐ | ☐ | j. Earthwork and Other Calculations to Support Estimate. |
| ☒ | ☐ | ☐ | k. Field Notes. |
| ☐ | ☐ | ☒ | l. Coordinate Sheets. |
| ☐ | ☒ | ☐ | m. Clearing and Grubbing Chart. |
| ☐ | ☐ | ☒ | n. Report on Bench Mark Recoveries (Form E-369) |
| ☐ | ☐ | ☒ | (1) Description of Bench Mark (Form E-185). |
| ☐ | ☐ | ☒ | (2) Report on Condition of Bench Mark (Form E-186). |
| ☐ | ☒ | ☐ | o. Photostats of Deeds and Legal Instruments covering Ownerships. |
| ☐ | ☒ | ☐ | p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions. |
| ☐ | ☒ | ☐ | q. Property Appraisal and justifications for alternate facilities. |
| ☐ | ☒ | ☐ | r. Preliminary Soils and Material Report. |
| ☐ | ☐ | ☒ | s. Statement of Source of Materials and Stockpile Site (Form E-368). |
| ☐ | ☐ | ☒ | t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions. |
| ☐ | ☒ | ☐ | u. Estimate for Movement of Utilities. |
| ☒ | ☐ | ☐ | v. Quantity Summary. |
| ☒ | ☐ | ☐ | w. Cost Estimate. |
| ☒ | ☐ | ☐ | x. Narrative Report of Survey. |
| ☐ | ☐ | ☒ | 2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed? |
| ☐ | ☐ | ☒ | 3. Have all required temporary easements been designated as to area, type and duration? |
| ☐ | ☐ | ☒ | 4. Have you taken into consideration the mechanics and properties of the various types of soil encountered? |
| ☐ | ☐ | ☒ | 5. Have samples of the surfacing materials been submitted for test by the Salem laboratory? |
| ☐ | ☐ | ☒ | 6. Have you investigated drift conditions (snow and sand)? |
| ☐ | ☒ | ☐ | 7. Are there slide conditions apparent? |
| ☐ | ☒ | ☐ | 8. Have you been over this project with a Soils representative? |
| ☒ | ☐ | ☐ | 9. Have you been over this project with a R/W representative? |
| ☒ | ☐ | ☐ | 10. Has a typical section of the following been platted on the location profile? |
| ☐ | ☐ | ☒ | a. Roadbed Grading, with Surfacing. |
| ☐ | ☐ | ☒ | b. Retaining Walls. |
| ☐ | ☐ | ☒ | c. Slope Benching. |
| ☐ | ☐ | ☒ | d. Hand Placed Slopes. |
| ☐ | ☐ | ☒ | e. Rip Rap Work. |
| ☐ | ☐ | ☒ | f. Irrigation Ditches. |
| ☐ | ☐ | ☒ | g. Special Drainage Ditches. |
| ☐ | ☐ | ☒ | h. Channel Changes. |
| ☐ | ☐ | ☒ | i. Flumes. |
| ☐ | ☐ | ☒ | j. Sidewalks, Curbs and Gutters. |
| ☐ | ☐ | ☒ | k. Tunnel (Drainage). |
| ☐ | ☒ | ☐ | 11. Is relocation of a scale site necessary? |
| ☐ | ☒ | ☐ | 12. Does this project involve construction of a frontage road? |
| ☐ | ☒ | ☐ | 13. Will there be unusual difficulty in handling traffic during construction? |
| ☐ | ☒ | ☐ | 14. Have all important alignment points been referenced? |
| ☒ | ☐ | ☐ | 15. Have all location problems been discussed in the Narrative Report of Survey? |

* Non Applicable

Signature _____

Address PO Box 14030, Salem, Oregon 97310

Locating Engineer

LOCATION NARRATIVE REPORT
East McMinnville Intchge.
Salmon River Highway
Yamhill County
April, 1982

The above project is located in Yamill County, near the City of McMinnville along the Salmon River Highway at the Three-Mile Lane overcrossing. It is in an urban area that needs improvement to eliminate a hazardous condition.

A signalized intersection is proposed at the juncture of the Salmon River Highway with a new frontage road entrance opposite the Burch Concrete plant driveway. The frontage road will serve as entrance and exit for people using Martin and Lawson Lanes and locally destined traffic from McMinnville.

Also proposed is an overlay of the existing Salmon River Highway with revised channelization to provide left turn lanes at the signal installation

HISTORY:

Authority for survey for this 0.31 mile section was submitted November 24, 1981. The interchange is a primary arterial connecting the Salmon River Highway with south McMinnville, including some developing urban areas.

SCOPE:

The primary consideration in the improvement of this section is to eliminate a traffic hazard for local traffic accessing the Salmon River Highway by crossing a heavily traveled on-ramp of the Salmon River Highway. This would necessitate the need for a traffic signal and frontage road.

ALIGNMENT:

Vertical - this follows the existing alignment.

Horizontal - this changes the location of an on-ramp entrance slightly and adds a short frontage road with a new entrance to the Salmon River Highway.

TYPICAL SECTIONS:

The typical section for the new construction will be four inches of asphaltic concrete over twelve inches of cement-treated base. Existing surfaces will have a two inch overlay and a leveling course, as needed.

The "B" line (frontage road) will have two 12 foot travel lanes and two 8 foot shoulders.

- 2 -

The "A" line is standard ramp design consisting of one 16 foot travel lane with one 6 foot shoulder and one 4 foot shoulder.

The Salmon River Highway will be widened as required to provide for left turn refuges.

UTILITIES:

The new construction requires one utility pole to be moved. The location of the traffic signal poles might cause a conflict with existing utilities.

MATERIALS:

Materials are to be provided by commercial sources.

RIGHT-OF-WAY:

Existing right-of-way will be utilized for the ramp construction. Additional R/W of approximately 0.51 acres is required for the construction of the frontage road. This additional acreage is presently under cultivation.

TRAFFIC CONTROL:

The proposal considers maintaining traffic through construction at all times. Stage I is the construction of the frontage road connection. Stage II is utilizing the new constructed frontage road while the ramp is being constructed. Salmon River Highway traffic will be maintained by use of channelization where necessary.

-end-

C. V. Lehman
Project Manager

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 6-9-82

Section EAST McMinnville Interchange

County YAMHILL

Kind Of Work SIGNAL INSTALLATION, CHANGING SIGNALS Length 3/4 MILE

Name

No.	Item	Code	Unit	Quantity	Unit Cost	Total
1	MOBILIZATION (6%)	110	LS	All	—	16500
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC (1.5%)	111	LS	1	—	2100
3	TEMPORARY SIGNS	111	Sq. Ft.	270	6 ⁰⁰	1620
4	FLAGMEN	111	Hr.	121	15 ⁰⁰	1815
5	CLEARING & GRUBBING	201	LS	1	—	2000
6	REMOVAL OF STRUCTURES & OBSTRUCTIONS	202	LS	1	—	5300
7	GENERAL EXCAVATION	203	CY	2800	5 ⁰⁰	14000
8	TRENCH EXCAVATION	206	CY	231	10 ⁰⁰	2310
9	FINISH ROADBED & SLOPES	222	LS	All	—	5700
10	AGGREGATE SHOULDER	304	TON	760	10 ⁵⁰	7980
11	CEMENT TREATED BASE	303	TON	2974	12 ⁷⁵	37918
12	CEMENT IN CTB	303	TON	164	85 ⁰⁰	13940
13	ASPHALT IN SEAL	303	TON	11	250 ⁰⁰	2750
14	CLASS 'C' AC MIXTURE	403	TON	2222	16 ⁰⁰	35,552
15	CLASS 'C' AC MIXTURE IN LEVELING	403	TON	550	12 ⁰⁰	6600
16	ASPHALT CEMENT IN MIXTURE	407	TON	194	165 ⁰⁰	32,010
17	ASPHALT TACK COAT	603	TON	3	250 ⁰⁰	750
18	12" STEEL PIPE	603	LINE	25	35 ⁰⁰	1925
19	12" CULVERT PIPE	603	LINE FT.	216	12 ⁰⁰	2592
20	18" CULVERT PIPE	603	LINE FT.	154	18 ⁰⁰	2772
21	MANHOLE	604	EACH	1	1500 ⁰⁰	1500
22	TYPE 'B' INLETS	604	EACH	1	500 ⁰⁰	500
23	EXTRA FOR AC. APPROACHES	610	EACH	6	200 ⁰⁰	1200
24	DELINEATORS TYPE II	623	EACH	20	21 ⁰⁰	420
25	DELINEATORS TYPE III	623	EACH	26	24 ⁰⁰	624
26	MAIL BOX POSTS	628	EACH	1	100 ⁰⁰	100
27	WOOD SIGN POSTS	642	LS	All	—	1125

Sheet 2 of 2.
Date 1-2-52

County WYOMING

Kind Of Work SIGNAL INSTALLATION, CHANNELIZATION Length _____ Name _____
GRADING & PAVING

No.	Item	Code	Unit	Quantity	Unit Cost	Total
28	TYPE "C & D" SIGNS IN PLACE	645	30 FT	25	10.22	255
29	TYPE "EE" SIGNS IN PLACE	645	30 FT	25	14.22	355
30	TYPE "H" & "T" SIGNS IN PLACE	645	30 FT	52	15.22	680
31	TYPE "U" SIGNS IN PLACE	645	30 FT	15	13.22	210
32	TRAFFIC SIGNAL INSTALLATION	661	L.S.	ALL	—	85,000
33	SEEDING & MULCHING	681	ACRE			1500
	SUBTOTAL					292,197
	ENGINEERING & CONTINGENCIES (20%)					58,439
	SIGNAL CONTROL TESTING					2000
	STRIPLING					4400
	R/W					
	TOTAL					\$357,037

EAST McMinnville Interchange Section
Salmon River Highway
Yamhill County
December, 1982

SUPPLEMENTAL NARRATIVE REPORT

The eastbound entrance ramp for the subject interchange has been relocated at the request and recommendation of the District Maintenance Supervisor. The original 'A' line concept would have funneled the traffic entering the Salmon River Highway into the intersection with the relocated frontage road and would have introduced a weaving pattern for traffic wishing to make a left turn from eastbound to the north onto the frontage road access. The design as submitted will shift the entrance east of the frontage road intersection.

The relocated entrance ramp is an extension of the existing one-way ramp, 'N' line. In developing coordinates for the proposed alignment the field tied positions of 'N' line at Stations N 686+26.03 PCS and N 688+26.03 PT were used to determine the proper geometry of the revised alignment, 'N²' line. The 'N' line stationing was simply extended without equation to the 'N²' line.

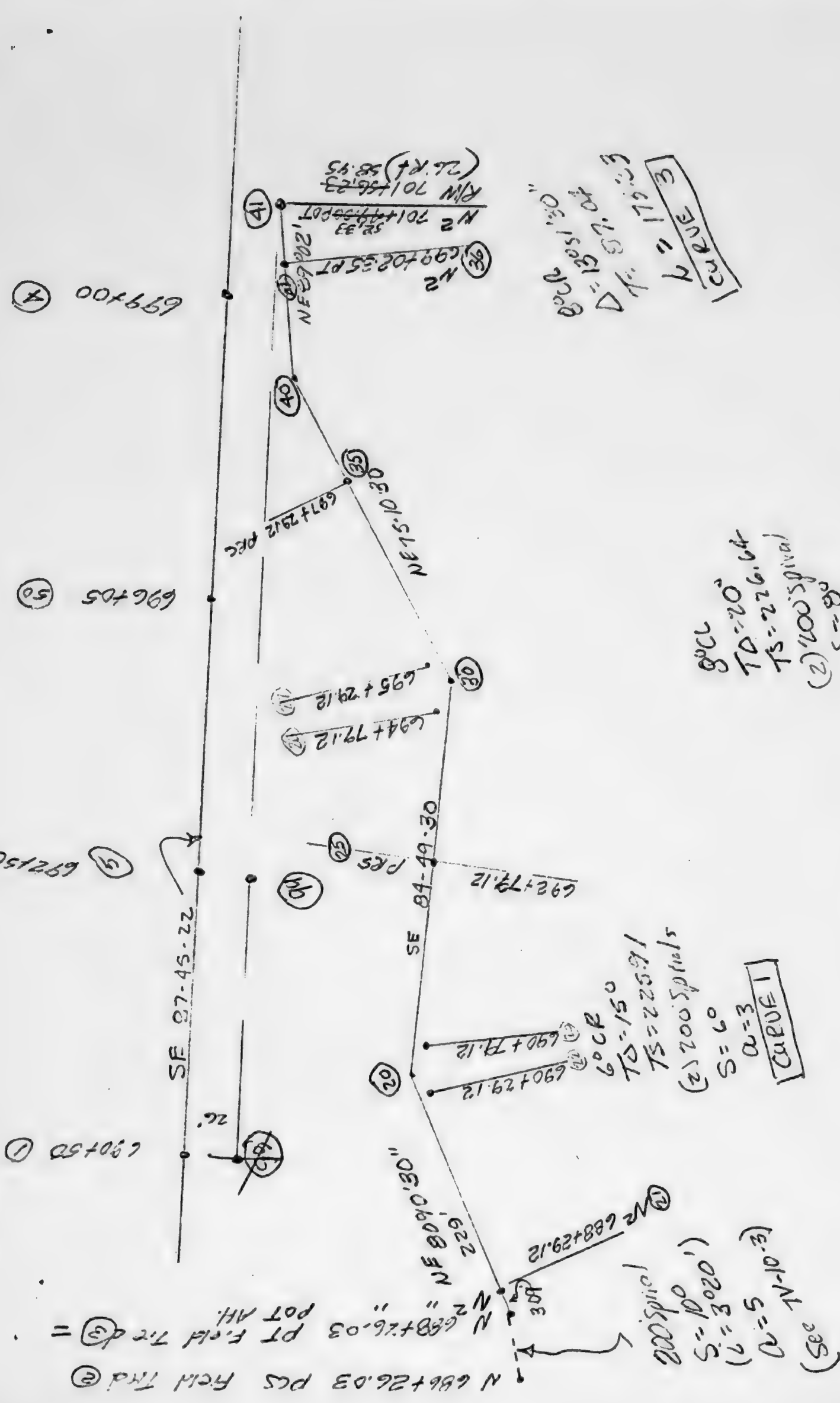
The original 'B' line (frontage road) intersection with the highway has been retained, with a connection to the proposed 'N²' line which becomes the two-way frontage road west to Martin Lane. The primary goals which limit the geometry of the proposal are 40 mph design speed, minimal additional R/W and a minimum of 60 feet of northbound storage in the 'B' line intersection. This was accomplished by reducing the turning radius in the southwest quadrant of the 'B' line intersection to 25 feet. This traffic movement, if any, will be unintentional as proper signing on Salmon River Highway will direct this traffic to exit on the 'O' line (see 7V-10-3, Sheet 7) with direct access to Martin Lane from the west.

Superelevation of the 'N²' line spiraled curves will provide a design speed of 40 mph with run-off accomplished on the 200 foot spirals. The 8° curve approaching the entrance ramp will reach a maximum of about 3% super at the gore point providing a safe speed of 40 mph. The acceleration lane itself would have standard 0.025'/ft super.

Proposed additional R/W would be limited to one parcel of about 3900 square feet Right of Station 696 - 698. Some reduction on proposed new R/W might be possible Right of Station 692+50 - 696 as the proposed 'N²' line lies left of the original 'B' line. Possible R/W reductions can only be determined after template cross-sections have been plotted.

STARTING FILE 20

COCCLE STORED



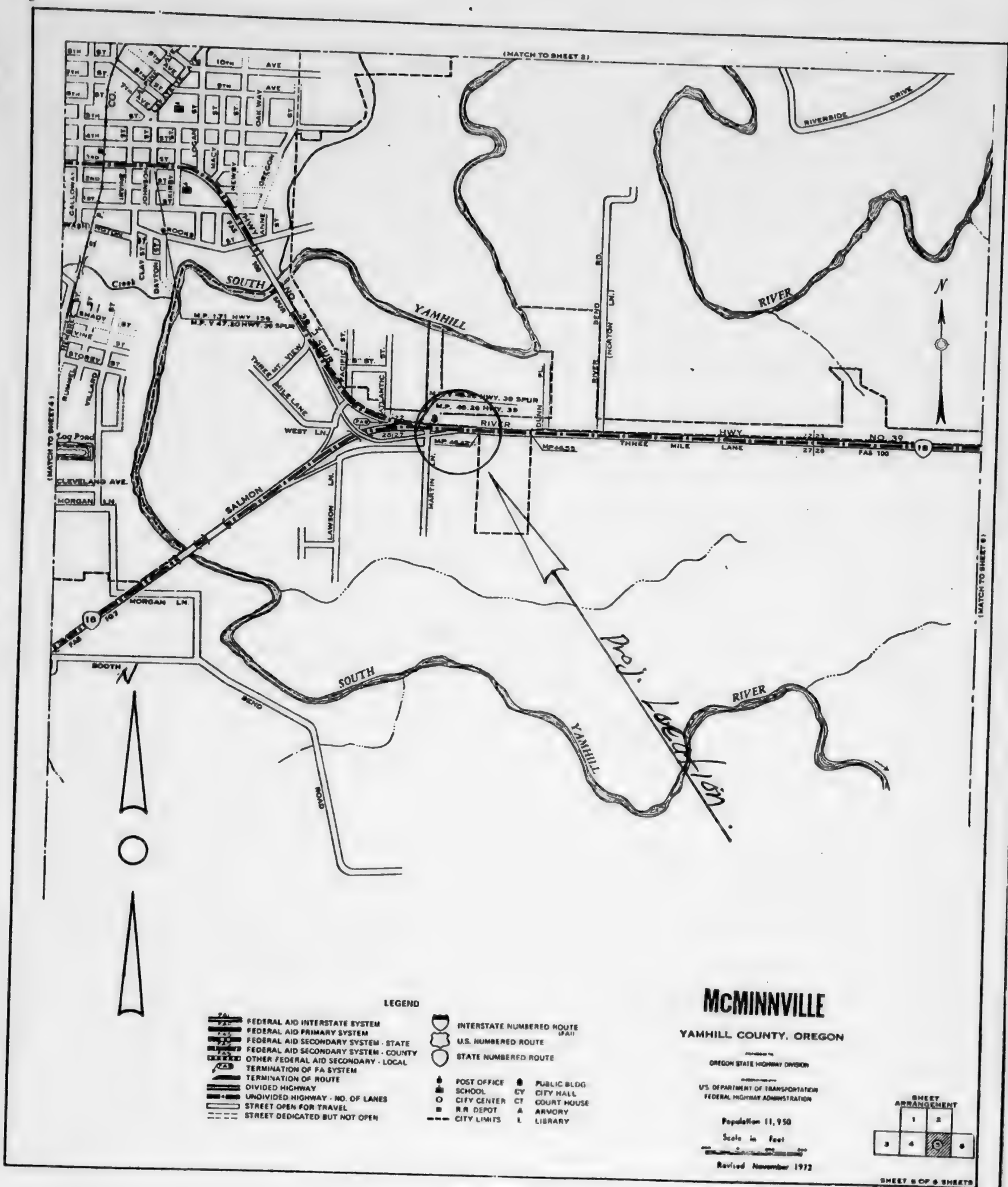
Curve 3
 $\Delta = 135.150^\circ$
 $T = 179.23$

Curve 2
 $\Delta = 20^\circ$
 $T = 226.64$
 $S = 200.5$
 $a = 4$

Curve 1
 $\Delta = 6^\circ$
 $T = 225.91$
 $S = 200.5$

Curve 4
 $\Delta = 10^\circ 10.3'$
 $T = 302.0$
 $S = 200.5$

N 686+26.03 PCS Field Tnd ②
 N 688+26.03 PT Fld Tnd ③ =
 N 2° 01' 10.3 POT AH.





STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

LOC 17
036-1979

TO: D. E. Swan
Program Control Engineer

FROM: Frank E. Terpin
Location Engineer

SUBJECT: East McMinnville Intchge Section
Salmon River Highway
Yamhill County

DATE: June 23, 1983

ORIGINAL SIGNED BY
FRANK E. TERPIN

The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting additional federal participation, we offer the following justification:

The ramp configuration from the McMinnville spur eastbound to the Salmon River Highway was changed three times and required a considerable amount of additional work by the 905 function (Final Design) and the 911 function (Traffic Section). The costs for the 921 function (Specifications) and the 909 function (Right-of-Way) were underestimated. The costs for functions 906 (Bridge Design), 907 (Preliminary Design), 933 (Surfacing Engineer), and 934 (Chief Geologist) were overlooked in the original survey authorization.

The final preliminary costs (\$41,200) are 12% of the estimated construction costs.

Attached is an itemization by P.E. functions.

FET:RTN:ge
Attachment

cc w/att C. O. Fredrickson

bc w/att P. Lewellyn

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA			REVISED AUTHORIZATION REQUESTED		
901	Project Manager	\$			\$		
902	Citizens Involvement						
903	Local Government						
904	Consultants Fees						
905	Final Design					13	100
906	Bridge Design					1	600
907	Preliminary Design					2	100
909	R/W Descriptions			1 000		2	600
910	Region Geology			500			
911	Traffic Section			8 800		7	300
912	Landscape Department						
913	R/W - Liaison			500			100
914	Region Utility Liaison			500			
915	Audit Services						
916	Photogrammetry						
918	Location			1 000		1	000
920	Program Management			200			
921	Specifications			2 100		2	700
922	Adm Services (Engineering)			100			100
923	Environmental Section			1 200		1	800
924	DOT Planning						
925	Air Monitoring						
926	Structural Foundations						
927	Bridge Design for Counties						
932	R/W Utility Engineer						100
933	Surfacing Engineer						800
934	Chief Geologist					1	100
935	Soils Engineer						
936	Region Traffic						
937	Hydraulics						
938	Region Environmental						
949	Urban Studies Unit						
950	Training Courses			500			800
955	Employee Reloc. Assistance						
960	Personal Leave						
961	Administrative Leave						
980	Public Hearing Charges						
985	EEO Monitoring Expense						
		\$	20	000	\$	41	200

SECTION: EAST McMinnville Interchange

HIGHWAY: SALMON RIVER

COUNTY: YAMHILL

PREFIX: 036 - 1979



PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION

East McMinnville Interchange

REGION

2

SURVEY AUTHORITY

AUTHORIZATION NO
2

PREFIX
36-1979

DATE
7-22-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$ 6,000	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$ 800
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		1,100
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		13,100	920 PROGRAM MANAGEMENT		0	937 HYDRAULICS		
906 BRIDGE DESIGN		1,600	921 SPECIFICATIONS		2,700	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		2,100	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,600	923 ENVIRONMENTAL SECTION		1,800	950 TRAINING		800
910 REGION GEOLOGIST		0	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		7,300	925 AIR MONITORING			980 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		100	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		0	932 RAILROAD & UTILITIES		100			

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
HES-23(5)

LOCATION ENGINEER'S REMARKS

TOTALS	\$	\$ 41,200
PREVIOUS AUTHORIZATION	\$	20,000
ADD. AUTH. REQUIRED	\$	21,200

Balance Out

PREPARED BY Jerry E Maness	DATE 7-22-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X <i>[Signature]</i>	DATE 7-25-83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X <i>[Signature]</i>	DATE 7-25-83
RECOMMENDED, LOCATION ENGINEER X <i>[Signature]</i>	DATE 7/25/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-9-82	7-6-83

1983 Davenport Rd.-Powder
River Sec.Chandler Ln. N.
of Baker. (Paving)

9660

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: 7-16-85

JUL 18 1985

RECEIVED

COUNTY: BAKER AGREEMENT NO: 7763 PROJECT NO: RS-B516(1,2) OFFICE

CONTRACT NO: 9660 SECTION: Davenport Rd.-Power R. Section

PRELIMINARY ENGINEERING (Prefix 501-1971):

	PARTICIPATING	NONPARTICIPATING
Project Manager	\$ 102.22	\$
Final Design	825.22	
Location	6.05	
Program Section	116.38	
Specifications	1,098.25	
Surfacing Design	638.77	
TOTAL P.E. COST	\$ 2,786.89	\$ -0-

CONSTRUCTION (Prefix 501-1014):

Payment to Contractor	\$236,923.62	\$
Interest on Final Payment		113.50
Work Performed by State (Surfacing)	49,448.82	
Engineering Cost	7,623.87	
Audit Services	338.08	
Program Section	16.51	
Materials Testing	3,024.61	
Technical Services	8.13	
Construction Branch Charges	498.58	
Region Office Charges	644.46	
General Const. Eng. (Accounting)	44.65	
TOTAL CONSTRUCTION COST	\$298,571.33	\$ 113.50

SUMMARY:

Total Participating P.E. Cost	\$ 2,786.89
Total Participating Const. Cost	298,571.33
TOTAL PARTICIPATING COUNTY COST	\$301,358.22

FEDERAL FUNDS:

P.E.	\$ 2,456.64	
Construction	263,190.63	(265,647.27)
SUBTOTAL		\$ 35,710.95
Less State Share 1/2 Balance		(17,855.48)
Plus Nonparticipating County Cost		113.50
Less County's Advance Deposit		(17,100.00)

BALANCE DUE FROM COUNTY \$ 868.97

PROGRAM SECTION

MANAGER _____ RESOURCE UNIT _____
 FA UNIT _____ PROGRAM UNIT _____
 AUG 23 1985
 REFER TO _____
 R/D _____ ACT _____ REPLY _____
 DISC _____ INFO _____ FILE _____

* Guyer, Lindsay & Freeman
 2990 Main St
 Baker 97814

Rick-
 Chris
 C. M. Shultz
 MKS:pf

This sheet shows work performed by County & paid but I have nothing to show accounting has actually paid the amount. Hope it clears things up for you - E. Boer

ORIGINAL

501-1014

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION				D.O. VOUCHER NO.	
FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117				STATE VOUCHER NO.	
Appropriation:				DATE	
The United States, Dr., TO <u>TREASURER OF THE STATE OF OREGON</u>				FHWA SCHEDULE NO.	
Address <u>CAPITAL BUILDING, SALEM, OR 97310</u>				PAID BY	
STATE <u>OREGON</u>		FEDERAL AID PROJECT NO. <u>Post RS-B516(2)</u>			
PROGRAM APPROVED		VOUCHER PERIOD From: <u>5-25-83</u> To: <u>10-30-84</u>			
FINANCIAL DATA					
TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
298,684.83	298,571.33	.8815	263,190.63	263,190.63	0.00
<i>The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.</i>					
SIGN <u>OREGON</u> State Highway Agency ORIGINAL ONLY By <u>CONTROLLER</u> Authorized Officer Date <u>4-30-85</u>					
<i>I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.</i>					
Amount submitted \$ <u>0.00</u>					
Adjustments \$ _____					
Amount Approved \$ _____					
SIGN ORIGINAL COPY _____ Signature of Authorized FHWA Representative Date					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	<u>DAVENPORT ROAD-POWDER RIVER SECTION</u> <u>CHANDLER LANE CO. ROAD</u> <u>BAKER COUNTY</u> CONSTRUCTION TYPE CODE 1000 ROADWAY(STA. 39+50 TO STA. 186+50) FINAL CONTRACT PAYMENT SUMMARY					
SFO#1	FURNISH AND PLACE AGGREGATE BASE MATERIAL (BAKER COUNTY)	LUMP SUM			236,923.62	
		ALL REQUIRED			49,448.82	
	TOTAL PARTICIPATING CONSTRUCTION COST				286,372.44	
	CONSTRUCTION ENGINEERING STATE	ALL REQUIRED			11,860.81	
	MISC PROJECT COST AUDIT EXPENSE	ALL REQUIRED			338.08	
	TOTAL PARTICIPATING PROJECT COST				298,571.33	
	NON PARTICIPATING PROJECT COST INTEREST ON FINAL PAYMENTS	ALL REQUIRED			113.50	
	TOTAL PROJECT COST				298,684.83	
	PREPARED BASED ON THE PARTICIPATING COST SHOWN ON THE FEDERAL BILLING AS OF 5-2-85.					
AMOUNT CARRIED FORWARD						

PREFIX	GRP	FED AID PROJ	EL	APPR	AGREEMENT	TOTAL COSTS	PARTIC.	% OF	FEDERAL	AMOUNT	ADJUSTMENT	AMOUNT OF
					AMOUNT	TO DATE	AMOUNT	PARTIC.	SHARE	PREV. CLAIMED	AND CODE	THIS VOUCHER
9												
PREFIX TOTALS												
501-1014	1	FRP	-8511-001	176,771.00	146,654.35	146,975.35	90.00	132,277.82	132,277.82			
APPR-139												
501-1014	1	RS	-8516-002	263,190.63	298,684.83	298,571.33	88.15	263,190.63	263,190.63			
APPR-075												
502-1001	1	RS	-8516-002	158,912.29	180,446.65	180,274.86	88.15	158,912.29	158,912.29			
APPR-075												
502-1002	1	PMS	-0005-101	63,010.26	63,143.86	63,010.26	100.00	63,010.26	63,010.26			
APPR-140												
502-1013	1	RRS	-8512-001	100,089.00	59.72	59.72	90.00	53.75	36.36			17.39
APPR-138												
503-1024	1	RRS	-8595-001	58,378.00	321.85	321.85	90.00	289.67	238.73			50.94
APPR-138												
503-1043	1	RS	-8619-002	433,869.00	605,602.99	488,428.47	88.15	430,549.70	430,369.03			180.67
APPR-075												
8	RS	-8619-002		1,000.00	1,485.00		88.15					
APPR-075												
9												
PREFIX TOTALS												
503-1043	1	RRP	-9473-001	434,869.00	1090,591.80	488,428.47	90.00	430,549.70	430,369.03			180.67
APPR-139												
504-1037	1	RS	-8736-001	26,037.26	30,609.81	29,527.40	88.18	26,037.26	26,037.26			
APPR-075												
504-1038	1	RS	-8737-002	272,718.85	309,412.25	309,275.18	88.18	272,718.85	272,718.85			
APPR-075												
504-1047	1	RS	-8737-004	22,175.00	125.66	125.66	88.15	110.77	110.77			
APPR-075												
505-1004	1	BHS	-8752-002	129,287.71	163,255.98	161,609.64	80.00	129,287.71	129,287.71			
APPR-118												
505-1006	1	RRP	-8747-001	51,772.00	35,796.03	35,796.03	90.00	32,116.43	32,216.43			
APPR-139												
505-1007	1	RS	-8744-001	180,761.00	204,691.70	204,691.70	88.15	180,435.73	180,407.53			28.20
APPR-075												
505-1009	1	BPS	-8745-002	142,164.00	110,889.61	110,889.61	80.00	88,711.69	88,711.69			
APPR-114												
505-1011	1	BRS	-8745-002				80.00					
APPR-114												
505-1092	1	RS	-8756-001	555,447.09	649,392.93	647,600.67	85.77	555,447.09	555,447.09			
APPR-075												
506-1092	1	BPS	-8743-001	129,168.82	167,549.54	161,461.02	80.00	129,168.82	129,168.82			
APPR-118												
506-1024	1	RS	-8426-002	168,935.00	187,978.31	187,183.95	98.15	165,002.65	164,968.22			24.43
APPR-075												
506-1091	1	MES	-8431-001	1,389.24	1,477.40	1,477.40	90.00	1,329.66	1,329.66			
APPR-141												
506-1095	1	BPS	-8396-002				80.00					
APPR-112												

ORIGINAL

9660

501-1971

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of OregonAddress Capitol Bldg., Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE

Oregon

FEDERAL AID PROJECT NO.

RS-B516(1)

Post Final

PROGRAM APPROVED

VOUCHER PERIOD

From: 12-29-82

To: 5-24-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
2,786.89	2,786.89	.8815	2,456.64	2,456.64	

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN
ORIGINAL
ONLY

Oregon

State Highway Agency

By

Controller

Authorized Officer

3-6-85

Date

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted \$ 0.00

Adjustments \$ _____

Amount Approved \$ _____

SIGN
ORIGINAL
COPY

Signature of Authorized FHWA Representative Date

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	<u>Davenport Road-Power River Bridge Section</u> <u>County Road in Baker County</u>					
	<u>Preliminary Engineering</u> <u>Type Code P.E.</u>					
	State					
	All Required				\$2,786.89	
	Total Participating Project Cost				<u>2,786.89</u>	
	Prepared based on Participating Cost as shown on the Federal Billing as of 2-21-85.					
AMOUNT CARRIED FORWARD						

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

MARCH 1985

PAGE 1022

[illegible]

BILLING NUMBER 40			OREGON STATE HIGHWAY DIVISION FHWA BILLING VOUCHER				04/18/85		PAGE 137	
PREFIX	GRP	FED AID PROJ FL	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
434-1905	1	X10 - 0001-008 APPR-500	42,500.00	15,257.02	15,257.02	100.00	15,257.02	15,257.02		15,257.02
				3,641.87-						
434-1905	PREFIX TOTALS									
437-1903	1	M - 0001-008 APPR-436	42,500.00	11,615.15	15,257.02	100.00	15,257.02	15,257.02		15,257.02
				495,046.92						
437-1903	1	M - 0001-008 APPR-436	495,046.92	495,046.92	495,046.92	100.00	495,046.92	495,046.92		495,046.92
437-1903	1	M - 0001-008 APPR-436	495,046.92	211,000.00	211,000.00	100.00	211,000.00	211,000.00		211,000.00
437-1903	2	M - 0001-008 APPR-436	75,927.00	75,927.00	75,927.00	100.00	75,927.00	75,927.00		75,927.00
437-1903	3	X10 - 0001-008 APPR-436	640,000.00	374,671.86	374,671.86	100.00	374,671.86	374,671.86		374,671.86
437-1903	9	661,558.85-								
437-1903	PREFIX TOTALS									
437-1903	1	F - 0001-001 APPR-436	926,927.00	62,913.17	661,558.85	100.00	661,558.85	661,558.85		661,558.85
437-1903	1	F - 0001-001 APPR-436	62,913.17	62,913.17	62,913.17	100.00	62,913.17	62,913.17		62,913.17
437-1903	2	RS - 0001-001 APPR-436	100.00	100.00	100.00	100.00	100.00	100.00		100.00
437-1903	9	62,913.17-								
437-1903	PREFIX TOTALS									
437-1910	1	F - 0001-001 APPR-436	62,913.17	57,020.71	62,913.17	100.00	62,913.17	62,913.17		62,913.17
437-1910	1	F - 0001-001 APPR-436	57,020.71	57,020.71	57,020.71	100.00	57,020.71	57,020.71		57,020.71
437-1910	1	F - 0001-001 APPR-436	57,020.71	57,020.71	57,020.71	100.00	57,020.71	57,020.71		57,020.71
437-1910	1	F - 0001-001 APPR-436	57,020.71	54,914.16	54,914.16	100.00	54,914.16	54,914.16		54,914.16
437-1910	1	F - 0001-001 APPR-436	54,914.16	54,914.16	54,914.16	100.00	54,914.16	54,914.16		54,914.16
437-1910	9	17,047.11-								
437-1910	PREFIX TOTALS									
437-1912	1	F - 0001-001 APPR-436	40,000.00	19,761.01	19,761.01	100.00	19,761.01	19,761.01		19,761.01
437-1912	1	F - 0001-001 APPR-436	19,761.01	19,761.01	19,761.01	100.00	19,761.01	19,761.01		19,761.01
437-1912	1	F - 0001-001 APPR-436	19,761.01	1,307.18	1,307.18	90.00	1,176.48	1,176.48		1,176.48
437-1912	1	F - 0001-001 APPR-436	1,307.18	1,307.18	1,307.18	90.00	1,176.48	1,176.48		1,176.48
437-1912	1	F - 0001-001 APPR-436	1,307.18	2,786.89	2,786.89	83.15	2,456.64	2,456.64		2,456.64
437-1912	1	F - 0001-001 APPR-436	2,456.64	2,456.64	2,456.64	83.15	2,456.64	2,456.64		2,456.64
437-1912	1	F - 0001-001 APPR-436	2,456.64	2						

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

9660

REGION NO. 10	REPORT NO. 2	COUNTY Baker	DIVISION Oregon
DATE OF REPORT August 21, 1984	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-B516(2)
COMPLETION DATE (Actual) August 17, 1983	ACCEPTANCE DATE BY CONTRACT AGENCY May 31, 1984	TIME ELAPSED 40 %	CONTRACT TIME 24 CD

LOCATION

Davenport Road-Powder River Section of Chandler Lane located approximately 5 miles north of the City of Baker.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been completed.

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.

1. Description of Improvement as Programed:

A. Construction of asphalt concrete pavement.

B. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Baker Redi-Mix, Inc.3. Contract Amount: \$247,733.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official)

Title

Construction Engineer

A final inspection of the completed work was made on September 23, 1983 in company with J. Schlieski, Project Manager; OSHD.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter	DATE 10/29/84	SIGNATURE G. K. Hossner	DATE 10/30/84
TITLE Area Engineer		TITLE Field Operations Engineer	

June 6, 1984

Seaboard Surety Company
320 108th Ave., NE., Suite 401
Bellevue, WA 98004

CON 5
#9660

Gentlemen or Ladies:

Contract No. 9660 awarded to Baker Radi-Mix, Inc. for paving on the Davenport Road-Powder River Section of the FAS B516 in Baker County was completed on October 3, 1983 and accepted by the State Highway Division on May 31, 1984.

Final payment in the amount of \$1,000.08 will be released to the contractor after June 11, 1984. The total contract amount is \$236,923.62 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gornsen
COMMISSION SERVICES

bk

cc: Baker Radi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert Hector

95.
DATE: November 10, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Davenport Rd.-Powder River Section
FAS B516 (Chandler Lane) Highway, Baker County
Contract No. 9660

This federal-aid paving project was completed in August and it is now apparent that the final cost will exceed the project authorization by \$27,700 or 9.8 percent.

The entire overrun was caused by furnishing and placing of aggregate base material by county forces at a cost of \$49,450. This work was covered in the construction-finance agreement with Baker County, but funds were inadvertently omitted from the project authorization.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by \$27,700 to a new total of \$308,876.96. This matter will be on the consent calendar for the November 23 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
R. D. Hector
George Bell

EGON STATE HIGHWAY DIVISIO.

Expected Overrun of Project Authorization

Project Davenport Rd. - Powder River Date August 31, 1983

Highway Old Oregon Trail Contract No. 9660

County Baker Kind of Work Paving Contractor Baker Redi-Mix, Inc.

	Authorized	Estimated
Contract Amount _____	247,733.00	237,118.03

Anticipated Items	0.	49,448.82
-------------------	----	-----------

Contingency (4½%)	11,147.99	14.14
		-0--

Engineering	22,295.97	22,295.97
-------------	-----------	-----------

Credits _____

PROJECT COST	281,176.96	308,876.96
		308,862.82 -

NET INCREASE \$ 27,700.00
27,685.86 - OR 9.8 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Bid Item 7 3/4"-0 Aggregate Base in Prime Coat (deleted)	0	- 3,360
(C) Bid Item 8 MC-250 Asphalt in Prime Coat (deleted)	0	- 15,000
(A) Contingencies	0	- 11,148
(U) Furnish & Place Agg. Base by County Forces	49,449	+ 49,449

Principal reasons for overruns (Continue on reverse side): County's request to perform part of the work on the contract was approved - however no funds were anticipated for their reimbursement.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Joseph A. Schlieski
Joseph A. Schlieski Resident Engineer

Noted by D. B. Johnson
Construction or Bridge Engineer

Confirmed by William C. Miller
Regional Engineer 8/3/83

Noted by _____
Deputy or State Highway Engineer

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. <u>8-198</u>	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	STATE COPY OMB No. 04-R2089 State <u>OREGON</u> County <u>BAKER</u> Project No. <u>RS-B516(2)</u>
--	--	---

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Davenport Rd.-Powder River Sec.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-25-83 4-28-83	2.784
OTHER (Specify)		

FUNDS PRO RATA 88.15%	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
\$ 331,389	\$ 292,119

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION <i>(Official name of Highway Agency)</i> By <u>[Signature]</u> for Manager, Program Section <i>(Title)</i> XX FOR: H. S. Coulter State Highway Engineer <i>(Title)</i> By _____ <i>(Title)</i>	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By <u>[Signature]</u> <i>(Division Administrator)</i> For: Dale E. Wilken Date executed by Division Administrator <u>4-28-83</u>
--	--

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

See file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 25, 1983

FEDERAL AID PROJECT NO. RS-B516(2)

DAVENPORT ROAD-POWDER RIVER SECTION
CHANDLER LANE CO. ROAD
BAKER COUNTY

PROJECT AGREEMENT

TYPE CODE I000

ROADWAY (Sta. 39+50 to Sta. 186+50)

Mobilization	All Required		\$ 1,000.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	104 Sq. Ft.	1.00	104.00
Temporary Barricades	9 Each	1.00	9.00
Class "B" Asphalt Concrete Mixture	8,180 Ton	17.00	139,060.00
Asphalt Cement in Mixture	490 Ton	180.00	88,200.00
3/4"-0 Aggregate Prime Coat	280 Ton	12.00	3,360.00
MC-250 Asphalt in Prime Coat	50 Ton	300.00	15,000.00
			<u>\$247,733.00</u>

ANTICIPATED ITEMS

Force Order #1 Work by County Forces Aggregate Base	7,000 Cu. Yd.	6.32	\$ 44,240.00
			<u>SUBTOTAL \$291,973.00</u>
			<u>Engineering 39,416.00</u>
			<u>TOTAL \$331,389.00</u>

Length of Roadway ----- 2.784 mi.
Cost of Roadway Per Mile ---- \$119,033.41

Federal Funds (88.15%)	\$292,119.00
State Funds	19,635.00
County Funds	<u>19,635.00</u>
TOTAL COST	\$331,389.00

Group 1: 100%
Contract No. 9660
Prefix: 501-1971
Prefix: 501-1014

DAR:pf

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Davenport Rd. - Powder River
 Highway: FAS B-516
 County: Baker
 Contractor: Baker Redi-Mix, Inc.

Contract: 9660
 Prefix: 501-1014
 F.A. No.: RS-B-516(2)
 P.M.: Schlieski

Item No.	Item	Unit	Original	Semi-final	+/-%
----------	------	------	----------	------------	------

SUMMARY

Bid Items	\$	247,733.00	237,118.03	- 4
Anticipated Items	\$	0	0	
Contingencies	\$	11,147.99	0	- 100
Engineering	\$	22,295.97	22,295.97	0
TOTAL	\$	281,176.96	259,414.00	- 8

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost:

INDIVIDUAL OVERRUNS AND UNDERRUNS

Bid Item # 7	3/4"-0 Aggregate in Prime Coat Deleted by PA # 2	Ton	280.00	0	- 100
Bid Item # 8	MC-250 Asphalt in Prime Coat Deleted by PA # 2	Ton	50.00	0	- 100

1 Versteeg
 2 Adams
 by Macnab
 Stoudenmeyer
 Terpin
 Trout
 Wakarusa

RECEIVED
AUG 22 1983
ROAD DESIGN SECTION

Do Not File ☐
 Return To
 Bring Up
 Action

NEW

Construction Engineer's Narrative Report

Project: Davenport Rd. - Powder River
Highway: FAS B-516
County: Baker
Contractor: Baker Redi-Mix, Inc.

Contract: 9660
Prefix: 501-1014
F.A. No.: RS-B-516(2)
P.M.: Schlieski

[Signature]

There were no construction problems encountered on this project. Baker County placed additional aggregate base and fine graded and rolled the baserock prior to the paving work. The only survey work done on this project was the establishment of the centerline. No grades were set and no profiles taken.

The temporary protection and direction measures outlined in the special provisions were more than adequate for this project.

cc: file

1 Versteeg	✓	RECEIVED	Do Not File	☐
Anderson			Return To	
2 Adams	/	AUG 22 1983	Bring Up	/ / /
Wiley Macnab			Action	
Stoudenmeyer		ROAD DESIGN SECTION		
Terpin				
Trout				
Wackerlig				

NEW

Report #4 FINAL

FORM 734-3001 OREGON STATE HIGHWAY DIVISION FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		SECTION Davenport Rd.-Powder R.		WEEK ENDING August 20, 1983	
		HIGHWAY FAS B516		SECTION PREFIX 501-1014	
NAME OF JOB		KIND OF WORK Paving		COUNTY Baker	
CONTRACTOR Baker Redi-Mix, Inc.		CONTRACT NUMBER 9660		FEDERAL AID PROJECT NUMBER RS-B516(2)	
DATE OF CONTRACT July 12, 1983		DATE WORK STARTED July 18, 1983		ESTIMATED COMPLETION DATE August, 1983	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0		SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 60		WORK DAYS USED CALENDAR DAYS USED 24	
PROJECT AUTHORIZATION: \$ 281,176.96		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED 40	
EXCLUSIVE OF ENGINEERING: \$ 258,880.99		ENGINEERING AUTHORIZATION \$ 22,295.97		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING \$ 237,118.00		ENGINEERING COST TO DATE \$ 10,000.00		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 89	
ESTIMATED PERCENT: OVERRUN 7.7% UNDERRUN		PERCENT OF AUTHORIZATION 45%		DATE PROJECT WAS COMPLETED: 8-17-83	
ESTIMATED PERCENT COMPLETE (ROADWORK)					
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
		GRADING		SURFACING	MAINTENANCE MATERIALS
					OIL & BITUMINOUS MACADAM
					PAVING
MILES IN PROJECT		2.78			
MILES PARTIALLY COMPLETED		0			
MILES COMPLETED		0			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		8,180			
TOTAL QUANTITIES CORRECTED TO DATE		8554			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		8,554			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK:					
5 yd. dump truck and loader					
ESTIMATED PERCENT COMPLETE (STRUCTURES)					
BRIDGE NO.					
PERCENT					
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY	
SUNDAY		1			
MONDAY		1			
TUESDAY		1			
WEDNESDAY		1		RECEIVED Completion Date	
THURSDAY		0		AUG 22 1983	
FRIDAY		0		CONSTRUCTION SECTION	
SATURDAY		0			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity.
MONDAY	No Activity.
TUESDAY	No Activity.
WEDNESDAY	Contractor completed minor clean - up. Completion date.
THURSDAY	
FRIDAY	
SATURDAY	
REMARKS	
Completion date 8-17-83. Final records submitted to region 8-17-83. Final report. SIGNED <u>Joseph A. Schlieski</u> LOCATION <u>La Grande</u> Joseph A. Schlieski	

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Davenport Road-Powder River Bridge Section County Road in Baker County Preliminary Engineering Type Code P.E. State Total Participating Project Cost Prepared based on Participating Costs as shown on Federal Billing as of 8/11/83. 				All Required \$2,543.60 \$2,543.60	
AMOUNT CARRIED FORWARD						

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION				D.O. VOUCHER NO.	
FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117 Appropriation: The United States, Dr., TO <u>Treasurer of the State of Oregon</u> Address <u>Capitol Bldg. - Salem, OR 97310</u>				STATE VOUCHER NO.	
				DATE	
				FHWA SCHEDULE NO.	
				PAID BY	
STATE <u>Oregon</u>		FEDERAL AID PROJECT NO. <u>RS-B516(1)</u>			
PROGRAM APPROVED		VOUCHER PERIOD From: <u>12-29-82</u> To: <u>5-24-83</u>			
FINANCIAL DATA					
TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
\$2,543.60	\$2,543.60	88.15%	\$2,242.18	\$2,242.18	\$ 0.00
<i>The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.</i>					
SIGN ORIGINAL ONLY By <u>Oregon</u> Controller State Highway Agency Authorized Officer Date <u>8/8/83</u>					
<i>I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.</i>					
Amount submitted \$ <u>0.00</u>					
Adjustments \$ _____					
Amount Approved \$ _____					
SIGN ORIGINAL COPY Signature of Authorized FHWA Representative Date _____					

BILLING NUMBER 19			OREGON STATE HIGHWAY DEPARTMENT FHWA BILLING VOUCHER				12/01/83		PAGE 101	
PREFIX	GRP	FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
437-1908	1	X10 -0000-028 APPR-772	211,000.00	211,000.00	211,000.00	100.00	211,000.00	211,000.00		
	2	M -0000-028 APPR-436	75,927.00	75,927.00	75,927.00	100.00	75,927.00	75,927.00		
	3	X10 -0000-028 APPR-580	640,000.00	480,718.07	480,718.07	100.00	480,718.07	480,718.07		
	9			741,881.41-						
437-1908		PREFIX TOTALS	926,927.00	25,763.66	767,645.07		767,645.07	767,645.07		
437-1909	1# F	-ET82-001 APPR-X14	62,913.17	62,913.17	62,913.17	100.00	62,913.17	62,913.17		
	2# RS	-ET82-001 APPR-X75				100.00				
	9#			62,913.17-						
437-1909		PREFIX TOTALS	62,913.17	62,913.17	62,913.17		62,913.17	62,913.17		
437-1910	1 F	-0083-001 APPR-X14	56,000.00	55,431.18	55,431.18	100.00	55,431.18	55,431.18		
	9			55,431.18-						
437-1910		PREFIX TOTALS	56,000.00	55,431.18	55,431.18	100.00	55,431.18	55,431.18		
437-1911	1	FNH1-0084-001 APPR-X14								
	9									
437-1911		PREFIX TOTALS								
501-1962	1	RRP -8511-001 APPR-139	1,800.00	724.55	724.55	90.00	652.10	652.10		
501-1971	1# RS	-8516-001 APPR-075	2,242.18	2,543.60	2,543.60	88.15	2,244.83-	2,242.18	2-65-8	
501-1973	1	BRS -0177-001 APPR-000	19,600.00				2,242.18			
502-1952	1# RS	-A516-001 APPR-075	10,799.12	12,261.09	12,246.68	88.18	10,799.12	10,799.12		
502-1963	1	PMS -0005-101 APPR-140	5,400.00	1,602.12	1,602.12	100.00	1,602.12	1,602.12		
502-1970	1	RRS -A512-001 APPR-138	1,800.00			90.00				
503-1901	1	BRS -A644-001 APPR-118	20,000.00	34,709.23	34,697.73	80.00	27,758.18	20,000.00	7,758.18 B	
503-1902	1	RRS -A595-001 APPR-138	1,800.00	510.76	510.76	90.00	459.68	459.68		
503-1904	1# RS	-A619-001 APPR-075	19,940.22	22,145.29	22,613.09	88.18	19,940.22	19,940.22		
503-1906	1	BRS -A616-003 APPR-118	23,760.00	26,192.45	26,014.13	80.00	20,811.30	20,680.95		130.35
503-1907	1	RRS -A605-001 APPR-138	1,800.00	310.20	310.20	90.00	279.18	279.18		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

OCTOBER 1983 PAGE 936

DESCRIPTION

PREFIX FUNCTION SUB F GR CURRENT MONTH

FISCAL YEAR TO DATE

GRAND TOTAL TO DATE

UPRR XNG @ VANDECAR RD	CONT NO	FA PROJ NOS RRP	B511001 10J	STATE
	501	1962	296	652.10CR
	501	1962	298	652.10
	501	1962	901	479.72
	501	1962	905	49.50
	501	1962	914	41.64
	501	1962	920	14.84
	501	1962	927	138.75
	501	1962	TOT	724.55
			XX JOB TOTALS XX	XX

DAVENPORT RD-POUNDER R BR	CONT NO	FA PROJ NOS RS	B516001 10C	STATE
	501	1971	296	158.23CR
	501	1971	298	158.23
	501	1971	901	102.22
	501	1971	905	825.22
	501	1971	918	6.05
	501	1971	920	116.38
	501	1971	921	854.96
	501	1971	933	638.77
	501	1971	TOT	2,548.60
			XX JOB TOTALS XX	XX

THORNTON LK BR	CONT NO	FA PROJ NOS RS	B516001 10D	STATE
	502	1952	296	11,619.12CR
	502	1952	297	820.00
	502	1952	298	15,799.12
	502	1952	901	434.67
	502	1952	901	12.41
	502	1952	904	6,780.00
	502	1952	905	283.06
	502	1952	906	5.10
	502	1952	910	366.72
	502	1952	911	110.94
	502	1952	914	271.78
	502	1952	920	247.11
	502	1952	921	982.75
	502	1952	922	42.58
	502	1952	923	545.52
	502	1952	926	1,320.50
	502	1952	927	756.09
	502	1952	TOT	12,246.68
			XX JOB TOTALS XX	XX



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310.

June 20, 1983

In Reply Refer to
File No.:

Hon. Larry L. Smith
Co. Judge
Courthouse
Baker, OR 97814

Attn: Dick Traw,
Co. Roadmaster

Gentlemen:

On June 16, 1983 the Highway Division received a satisfactory bid from Baker Ready Mix Inc., P.O. Box 825, Baker, Oregon 97814, for the Davenport Rd. - Powder River Section on Chandler Lane FAS B516. This is an FAS-C project #RS-B516(2). Based upon the contractor's bid the county's advance deposit will be:

Contractor's bid	\$ 247,733.00
4-1/2% Contingencies	11,147.99
9% engineering	22,295.97
	<u>\$ 281,176.96</u>
Est. P.E. costs	4,500.00
Est. cost of Project	<u>\$ 285,676.96</u>

County's share of project costs is (6% of \$285,676.96) = \$17,140.62. By rounding, the county's advance deposit will be \$17,100.

We will award the contract when we receive your advance deposit, which should be in this office no later than July 8, 1983.

The attached sheet described the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

Signed by Potter
Gary A. Potter, Manager
Program Section

HR:blm

bcc: w/AD #83-41: Region 5 Federal Aid Engineer, Roger Lang
Vern Skoog - Please return completed AD #83-41
when advance deposit is received.

*Rec'd
7-12-83
Informed
Roger Lang
and
Ed. Haury*

*Contract
Awarded
to key
7-12-83*

r11 U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. RS-B516(2)						
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See below						
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 30037	2A. COUNTY NAME Baker						
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon								
7. DATE AUTHORIZATION EFFECTIVE 5/25/83	8. FEDERAL ROUTE NUMBER Secondary B516	9. STATE ROUTE NUMBER County Road						
10. GENERAL LOCATION: Davenport Road - Powder River Section								
11. GENERAL DESCRIPTION OF WORK High type pavement								
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; margin-top: 10px;"> <tr> <td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td> <td>☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td> </tr> <tr> <td>☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION</td> <td>☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS</td> </tr> <tr> <td>☐ ACQUISITION OF RIGHT-OF-WAY</td> <td>☐ OTHER (Specify)</td> </tr> </table>			☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS							
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS							
☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)							
13. REMARKS As requested in Mr. Potter's letter of 5/23/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of \$290,000 Federal Funds \$255,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. I accept the certification of Mr. Rod Henry dated 4/14/83 that provisions of FHPM 7-5-1 have been complied with.								
14. DATE 5/25/83	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator						

FORM FH-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

RECEIVED	
STATE HWY ENGR	
MAY 26 '88	
REFER TO	
FOR	
Info	Files
RD	DR
S	AC
File	File



Department of Transportation

HIGHWAY DIVISION

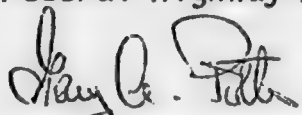
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 23, 1983

PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: 
Gary A. Potter, Manager
Program Section

Subject: PS&E Authorization Request

We request authorization, in accordance with FHPM 6-4-1-6 paragraph 7a, to advertise the following for bids to be received on June 16, 1983. PS&E documents have been submitted to the Division Office for (A) and in addition, we request authorization to proceed with actions necessary to advance the physical construction provided for by (B) in accordance with Oregon's approved Certification Acceptance Plan in the amounts shown.

(A)

FA Project No.

IR-84-2(5)15

F-2-1(18)

F-9-1(6)

RRP-1355(1)

IX-79(9)

SECTION

Sandy River-Mitchel Point Section

Retz Cr. Slide Section

Conifer Blvd.-Circle Blvd. (Corvallis)
Section

W. 1st Ave.-SPTC X'ing Eugene

Allen Blvd. Intchge.

(B)

RS-B516(2)

Davenport Rd.-Powder River Section

(Total \$325,254; FF \$286,711)

We request Federal-Aid participation be increased to 100% for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145 on the following:

IR-84-2(5)15

Sandy River-Mitchel Point Section

Federal Share

IR-84-2(5)15

Regular

\$5,224,414

Increase

\$440,751

Dale E. Wilken
May 23, 1983
Page 2

Compliance with FHPM 6-4-1-16 has been met concerning material or product selection; the plans conform to FHPM 6-7-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to non-segregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 64-1-2.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by as previously submitted utility-railroad status report.

We certify that the local governments involved with the Projects listed above have approved the projects as submitted in the PS&E documents.

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statments covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

We certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject project will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:bks
cc: Stephen Macnab
General Files

Section Davenport Rd - Quaker River

Highway FA3 - B 516 (Chandler Lane)

County Bellevue

Kind of Work Paving

Prefix 501-1971

Estimated Amount \$ 259,244.00

Est. Comp. Date 7-16-83

Letting Date June 15, 1983 Project No. 25-B516(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Contract Amount \$ 259,244.00

ROUTING SLIP—DEPT. OF TRANSPORTATION		Date: <u>9 May 83</u>
Director	Information System	Public Transit
Asst. Dir.-Administration	(Lana Ave.)	Radio
Accounting (Highway)	Labor Relations	Records Management
Administrative Services	Landscape	Right of Way
Bridge	Library	Safety & Health Services
Chief Counsel	Location	Sign Shop
Commission Services	Mail Room	State Highway Engineer
Construction	Maintenance	Technical Services Engr.
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Signal Unit
Employee Development	Motor Vehicles	Traffic
Engineering (Design)	Organization & Manpower Services	Transportation Policy & Program Development
Environmental	Parks & Recreation	Travel Information
Equipment Shops & Storeroom	Permits & Weighmaster	Utilities
Finance (DOT)	Personnel Operations	Metropolitan
FHWA	Photocopy	Region Number <u>5</u>
General Files	Project Management & Operations Planning	District Number
Industrial Engineers	Public Affairs	Resident Engineer

ATTENTION: Roger Lang

FROM: L.P.U. ~~PERSONNEL SERVICES BRANCH~~

COMMENTS: Please inform the County

Form 731-0022 (6-80)

SP 71282-734

Subtotal \$ 259,244.00

Contingencies (4-1/2%) 11,665.98

Engineering (8, 9 10%) 23,331.96

Subtotal \$

Credit for

Estimated Net Authorization, Construction \$ 294,241.94

Est. PE Costs 4,500.00

APPROVED 298,741.94

Estimated County's share of Paving Costs
6% of \$298,741.94 = \$17,924.52

Road Design Engineer

Rev. 11/81

Section Davenport Rd - Powder River Programming Estimate \$ 218,900
Highway FAS-B 576 (Chandler Lane) Project Length 2.72 miles
County Baker Completion Time 60 C.D.
Kind of Work Paving Est. Comp. Date 7-16-83
Prefix 501-1971 Letting Date June 16, 1983 Project No. RS-B516(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount \$ 259,244⁰⁰

Anticipated Additional Items:

Royalty Payment
Permit Fees
Slide Correction
Railroad Protective Costs
Other Railroad Costs
Permanent Signing
Permanent Pavement Striping
Temporary Pavement Striping
Remove Pavement Striping (Exist. & Temp.)
Temporary Erosion Control
State Furnished
Roadside Seeding & Mulching
Asphalt Cement Adjustment
On the Job Trainees (\$0.80 x hrs.)
State Responsibility for Damages
Signal Controller Testing
"OPTICOM" Testing
Bikeway Signs
Bikeway Striping & Legend

Adjust Utilities: _____

\$ 0

Subtotal \$ 259,244⁰⁰

Contingencies (4-1/2%) 11,665⁹⁸

Engineering (8, 9 10%) 23,331⁹⁶

Subtotal \$ _____

Credit for _____

Estimated Net Authorization, Construction \$ 294,241⁹⁴

Est. PE Costs 4,500.00

APPROVED 298,741.94

Estimated County's share of Paving Costs

Road Design Engineer

6% of \$298,741.94 = \$17,924.52

Section Davenport Rd. - Powder River Programming Estimate \$ 248,900

Highway FM 5 2 1/2 (Chandler Lane) Project Length 2.18 miles

County Baker Completion Time 60 C.R.

Kind of Work Paving Est. Comp. Date 9-16-83

Prefix 501-1971 Letting Date June 16, 1983 Project No. RS-B516(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount \$ 259,244⁰⁰

Anticipated Additional Items:

Royalty Payment.	_____	}	\$ <u>0</u>
Permit Fees	_____		
Slide Correction	_____		
Railroad Protective Costs	_____		
Other Railroad Costs	_____		
Permanent Signing	_____		
Permanent Pavement Striping.	_____		
Temporary Pavement Striping.	_____		
Remove Pavement Striping (Exist. & Temp.)	_____		
Temporary Erosion Control	_____		
State Furnished _____	_____		
Roadside Seeding & Mulching	_____		
Asphalt Cement Adjustment.	_____		
On the Job Trainees (\$0.80 x _____ hrs.)	_____		
State Responsibility for Damages.	_____		
Signal Controller Testing	_____		
"OPTICOM" Testing	_____		
Bikeway Signs	_____		
Bikeway Striping & Legend	_____		
_____	_____		
_____	_____		
_____	_____		
_____	_____		
_____	_____		
Adjust Utilities: _____	_____		
_____	_____		

Subtotal \$ 259,244⁰⁰

Contingencies (4-1/2%) 11,665⁹⁸

Engineering (8, 9 10%) 23,331⁹⁶

Subtotal \$ _____

Credit for _____

Estimated Net Authorization, Construction \$ 294,241⁹⁴

APPROVED _____

Road Design Engineer



HIGHWAY DIVISION



734-1736 (8-81)

222



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-B516(2)
Davenport Road-Powder River Section
Baker County

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Date: April 28, 1983

Reply to
Attn. of: HFO.4/5-OR

We have reviewed your letter of April 18, 1983, which requested approval for Baker County forces to furnish and place the leveling course and shoulder aggregates for this project.

We agree it is in the public interest to allow county forces to do this work and we approve your request. This approval does not relieve the county forces from performing the work in accordance with all pertinent project specifications.

D. E. Wilken
Dale E. Wilken

CC:
OSHD (D E Swan)

efg H/S to 4/29

RECEIVED STATE HWY ENGR						
APR 29 '83						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

TO: State

4-28-83

Subject Oregon Project RS-B516(2)
Davenport Road - Powder River Section
Baker County

We have reviewed your letter of April 18, 1983, which requested approval for Baker County forces to furnish and place the leveling course and shoulder aggregates for this project.

We agree it is in the public interest to allow county forces to do this work and we approve your request. This approval does not relieve the county forces from performing the work in accordance with all pertinent project specifications.



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-B516(2)
Davenport Road-Powder River Section
Baker County

Date: April 21, 1983

From: D. B. Carter

Reply to
Attn of HFO.4/5-OR

To: Mr. G. K. Hossner, Field Operations Engineer

This project provides for the construction of a section of Chandler Lane. With the completion of this project Chandler Lane will be a hard surface, all weather link between the freeway (I-84) and the existing La Grande-Baker Highway (US 30).

The project has been programmed as a cooperative Baker County project in that the County is to furnish and place the base aggregates with the paving work to be done by contract under the FAS-C program. The County had previously constructed the subgrade.

Initially, the County work to furnish and place the base aggregates was to be done at County expense. The County now desires reimbursement for this work. The change has been requested because of the tight economic times Baker County is now facing. Their request does not change the scope of the work and the majority of the work, approximately 88 percent, remains to be done under contract.

I feel it is in the public interest to reimburse Baker County for furnishing and placing the base and shoulder aggregates for the project and I recommend approval of their request.

David B. Carter

Attachement

CARTER:r11

4-19-83

TO Hansen

Subject: Oregon Project RS-B516(Z)
Overport Road - Powder River Section
Baker County

This project provides for the construction of a section of Chandler Lane. With the completion of this project Chandler Lane will be a hard surface, all weather link between the freeway (I-84) and the existing La Grande - Baker Highway (US 30).

The project has been programmed as a cooperative Baker County project in that the County is to furnish and place the base aggregates with the paving work to be done by contract under the FOS-C program. The County had previously constructed the subgrade.

Initially, the County ^{was to} furnish and place the base aggregates ~~was~~ to have done at County expense. The County now desires reimbursement for this work. This change has been requested because of the tight economic times Baker County is now facing. Their request does not change the scope of the work and the majority of the work, approximately

8870, remains to be done under contract.

I feel it is in the public interest to reimburse Baker County for furnishing and placing the box^{and shoulder} aggregate for the project and I recommend approval of their request.



Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: April 18, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E., P.L.S.
Project Unit Engineer

Subject: Project Data Submission
Item No. 30037
Project No. RS-B516(2)
Davenport Road-Powder River Section
Baker County

Attached support data consists of PR-1 form and project map for the subject project.

I request approval to use Baker County forces to place leveling course and shoulder rock under this project as I feel it is in the public interest based on the following:

- 1) Approximately 88% of the total project remaining to be done will be accomplished by contract.
- 2) The County has sufficient aggregate base materials on hand, proper equipment to place the material and capable employees to perform the work.
- 3) The County has demonstrated "good faith" in this project by constructing the entire base section on this FAS Route without benefit of federal funds.

The basic concept of this proposal was discussed with David B. Carter, FHWA Area Engineer, on March 30, 1983. Mr. Carte tentatively agreed to reimbursement for placing of the aggregate base material.

Enclosed is a copy of County Force Order No. 1 and attached computation sheet showing the estimated costs of material, labor and equipment necessary to perform this work. The Estimate of Quantities and Costs has been computed to reflect a unit cost in order to simplify record keeping.

JLG:bks
Enclosure

cc: R.D. Hector (Region 5)
Harold Reynoldson

General Files

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-81)

April 18, 1983

PROJECT LOCATION (45 typewriter spaces)

Co. Rd., Approx. 5 mi. NW of Baker

ADT

PRESENT
110
DHV 15FUTURE
-----YEAR
(170) (171) (172)REGION
10STATE NAME
OregonSTATE
CODE
41APPM
CODE
075ITEM
NO.
30037

PROPOSED WORK (35 typewriter spaces)

e Pavement

NATL.
FOREST7 1/2 ROUTE
NO.

SUPV AGENCY

DA CLAIMP.

DA AREA

EMERG. YR.
(173) (174) (175)PL. AUTH YR.
(176) (177) (178)

PREFIX LETTER(S)

RS- B516

PROJECT NUMBER

SEQ. NO.
(2)L. Projects Only
POST M. DESIG.

LOCAL FUNDS

Rural Secondary

COUNTY NAME

Baker

CODE
001

PROGRAM STAGE

AREA

ROUTE
NO. SFEDERAL-AID
B516STATE
Co. Rd.U.S.
(132) (137) (141)U.S.
(114) (118)PROGRAM STAGE
1 OR 2

WORK

TYPE

STEP

TERMINI
(Full description)

MILES

TOTAL
ESTIMATED
COSTFEDERAL FUNDS
(88.15%)

STATE FUNDS

OTHER FUNDS
CountyCHARACTER OF
PROPOSED WORK
(Full description)

43

45

46

49

53

PE

ROW

CONST

(code)

1000

"Davenport Rd.-
Powder River Sec."

2.784

290,000

255,600

17,200

17,200

ROW-60' normal;
Access Control-none;
Parking Restrictions-
none.

PAID BY

JLG

PROJECT
TOTALS

PROGRAM APPROVAL DATES

12-27-82

03-01-83

REMARKS

Additional Data: Item No. 30037; Project
No. RS-B516(1).

--OVER

FORM PR-1
(REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

April 18, 1983

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (110)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 5 mi. NW of Baker	ADT 110 DHV 15	PRESIDENT 110 DHV 15	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) High-Type Pavement	NATL. FOREST 02 (03)	FY ROUTE NO. 02 (03)	HAZ. AREA 02 (03)	EMERG. YR. ---	PL. AUTHORITY ---	PREFIX LETTER(S) RS-	PROJECT NUMBER B516	SEQ. NO. (2)

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Baker	ROUTE NO. S B516	FEDERAL-AID B516	STATE Co. Rd.	U.S. ---	CODE 001	PROG ---
NAME OF URBAN AREA ---								

CARD	ESTIMATED PROJECT COST BY PHASES	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
1	1 (1048) 116 41 43 46 50		1 (04) 1 (05) (09)		1 (06) (07)			
5	PE							
5	ROW							
5	CONST (CODE) 1000	"Davenport Rd.- Powder River Sec."	2.784	290,000	255,600	17,200	17,200	ROW-60' n Access Co Parking R none.
CARD 1	PREPARED BY JLG	PROJECT TOTALS	2.784	290,000	255,600	17,200	17,200	

REMARKS
Additional Data: Item No. 30037; Project
No. RS-B516(1).

PROGRAM APPROVAL DATES

12-27-82
03-01-83

5011971

Project Data: The project consists of the following: 1) Contract work --- High-type pavement to provide 22 feet of paved roadway and incidental work common to this type of construction, 2) Force work --- County to furnish and place leveling course and shoulder rock for a completed roadway width of 32 feet.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7763 complying with Section 116, title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed November 3, 1982.

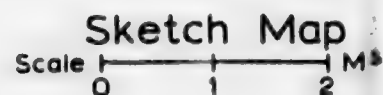
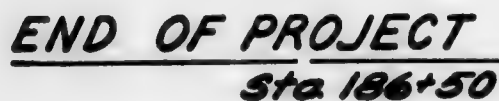
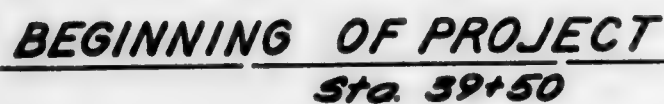
Note: Project is in Congressional District No. 2.

4-1-3

TP & DT To be written in specifications

PLANS FOR PROPOSED PR

DAVENPORT RD. - POWDER
FAS B516 (CHANDLER)
BAKER COUNTY



STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FOR PROPOSED PROJECT

D.- POWDER RIVER SEC.
B516 (CHANDLER LANE)
BAKER COUNTY

PRELIMINARY COPY

MAR 15 1983

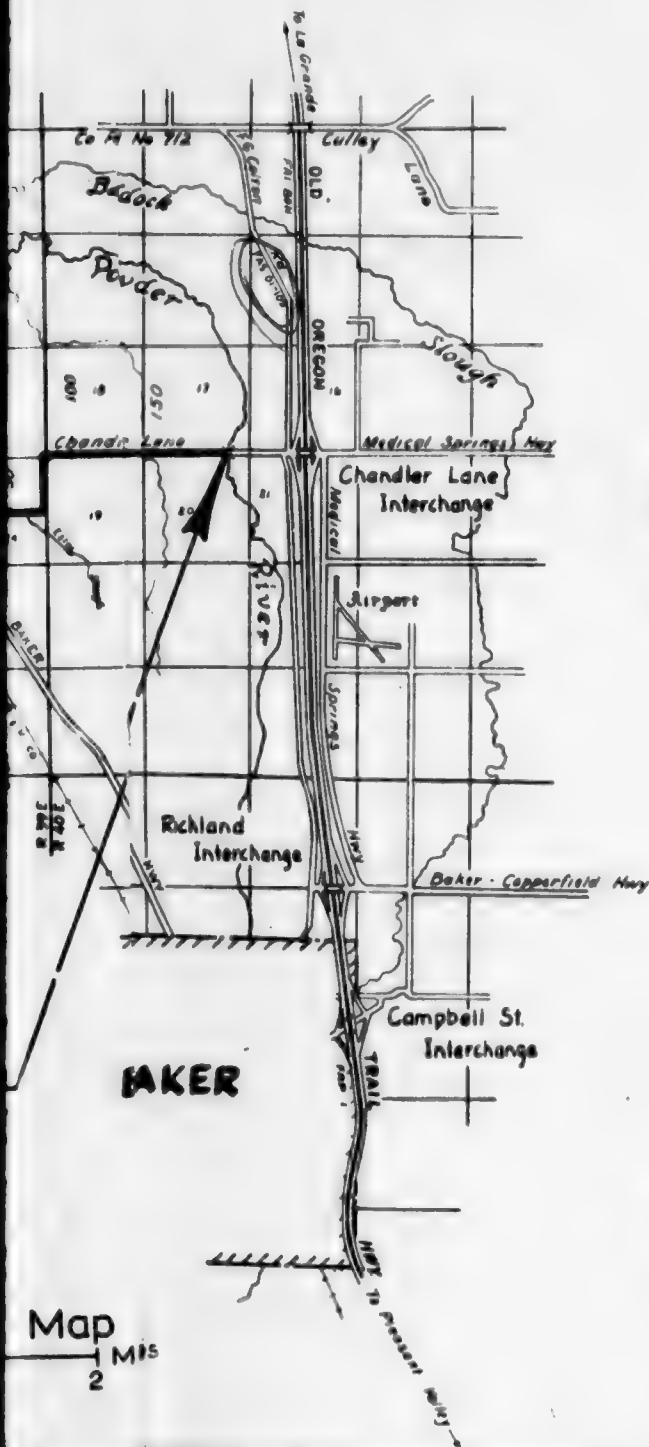
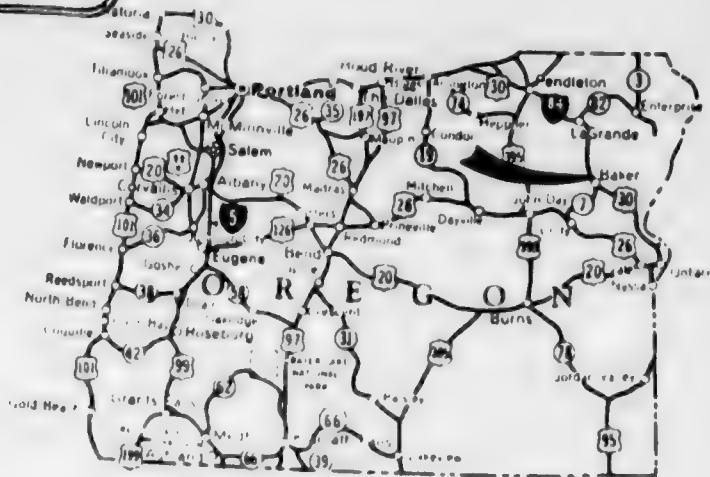
SUBJECT TO CHANGE
FINAL DESIGN UNIT

DAVENPORT RD-POWDER RIVER SEC.
FAS B516 (CHANDLER LANE)
BAKER COUNTY

FED ROAD Dist No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SHEET
No. 1

FAS - C



APPROVED BY

COUNTY OF

Baker
Larry L. Smith
JUDGE OR CHAIRMAN

PRELIMINARY COPY
SUBJECT TO CHANGE

Fred W. G. G. G.
COMMISSIONER

James K. G. G. G.
COMMISSIONER

DATE 4-1-83



H. S. Coulter

STATE HIGHWAY ENGINEER

E. S. Hunter

ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri
Tom Walsh
Peter J. Brix
Robert F. Dwyer
N. B. Giustina
Fred D. Miller

CHAIRMAN
VICE CHAIRMAN
COMMISSIONER
COMMISSIONER
COMMISSIONER
DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER

DATE

T Y P I C

No R/W Map

Asph. Con
Class "B" M

Sl. No.

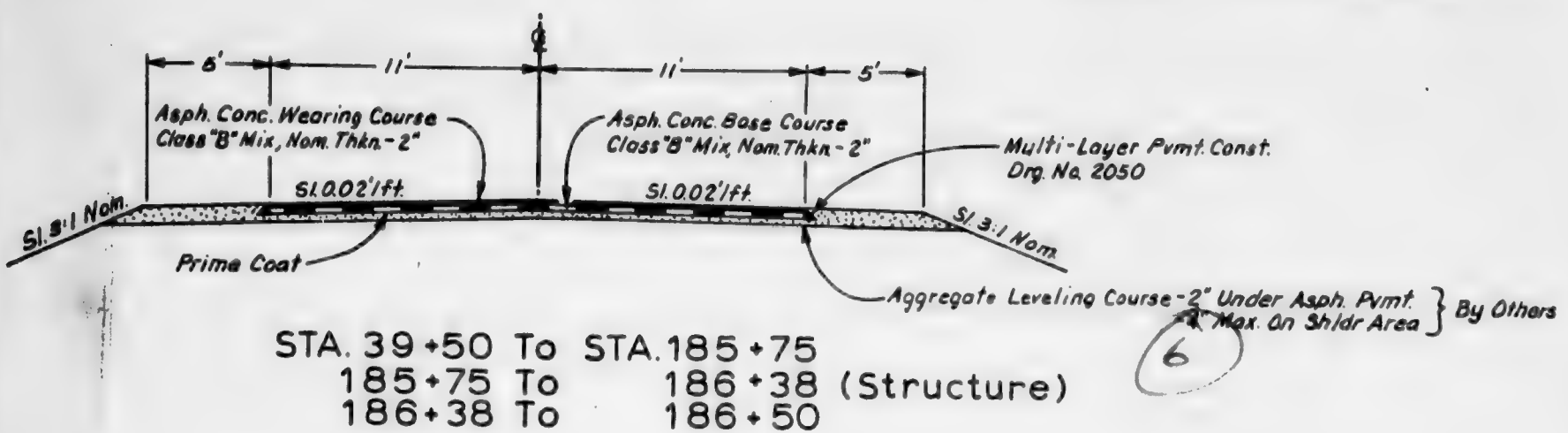
Prime

TYPICAL SECTIONS

DAVENPORT RD-POWDER RIVER SEC.				
FAS B516 (CHANDLER LANE)				
BAKER COUNTY				
REG. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			2 See Index

NOTE:

Shoulder Aggregate, Road Approaches & Mailbox
Adjustments As Required (By Others)



ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

PAGE 893

MARCH 1983

DESCRIPTION

PREFIX 501
1962FUNCTION 932
00 P 1SUB F GR
PICURRENT MONTH
FISCAL YEAR TO DATEGRAND TOTAL
TO DATE138.92
138.92
724.72
724.72XX
XX
XX
XX

XX JOB TOTALS XX

DAVENPORT RD-POWDER R BR

CONT NO

FA PROJ NOS RS 8516001 100

STATE

501	1971	296	00 N 9	1,139.82CR	1,156.62CR	1,156.62CR
501	1971	298	00 N 9	1,139.82	1,156.62	1,156.62
501	1971	901	00 P 1	1.92	100.28	100.28
501	1971	905	00 P 1	489.52	708.89	708.89
501	1971	918	00 P 1	6.05	6.05	6.05
501	1971	920	00 P 1	550.47	116.38	116.38
501	1971	933	00 P 1	1,047.96	638.77	638.77
501	1971	TOT	PI	1,047.96	1,570.37	1,570.37
501	1971	XX JOB TOTALS XX	XX	1,047.96	1,570.37	1,570.37

THORNTON LK BR

CONT NO

* FA PROJ NOS RS 8516001 100

STATE

502	1952	296	00 N 9	11,619.12CR	11,619.12CR	11,619.12CR
502	1952	297	00 N 9	820.00	820.00	820.00
502	1952	298	00 N 9	10,799.12	10,799.12	10,799.12
502	1952	901	00 P 1	434.67	434.67	434.67
502	1952	904	00 P 1	14.41	14.41	14.41
502	1952	905	00 P 1	6,780.00	6,780.00	6,780.00
502	1952	906	00 P 1	283.06	283.06	283.06
502	1952	910	00 P 1	5.10	5.10	5.10
502	1952	911	00 P 1	866.72	866.72	866.72
502	1952	914	00 P 1	110.94	110.94	110.94
502	1952	920	00 P 1	271.78	271.78	271.78
502	1952	921	00 P 1	247.11	247.11	247.11
502	1952	922	00 P 1	982.75	982.75	982.75
502	1952	923	00 P 1	42.58	42.58	42.58
502	1952	926	00 P 1	545.52	545.52	545.52
502	1952	927	00 P 1	1,320.36	1,320.36	1,320.36
502	1952	TOT	PI	356.09	356.09	356.09
502	1952	TOT	NI	12,246.68	12,246.68	12,246.68
502	1952	XX JOB TOTALS XX	XX	14.41	14.41	14.41

BENTON CO PLANT MRKG PROJ 2

CONT NO 0000

* FA PROJ NOS PMS 0005101 100

STATE

502	1963	296	00 N 9	365.49CR	366.69CR	2,002.38CR
502	1963	298	00 N 9	365.49	366.69	2,002.38
502	1963	901	00 P 1			62.77
502	1963	905	00 P 1			837.63
502	1963	911	00 P 1			366.69
502	1963	920	00 P 1			131.85
502	1963	921	00 P 1			593.32
502	1963	922	00 P 1			10.12



STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operations Programming Engineer

DATE: March 31, 1983

SUBJECT: Davenport Road-Powder River Section
FAS B 516, Chandler Lane
Baker County

Enclosed is a copy of a letter from the Honorable Larry L. Smith, Baker County Judge, requesting reimbursement for placing an estimated 7,000 cubic yards of aggregate base material as shown on the preliminary plans dated March 15, 1983.

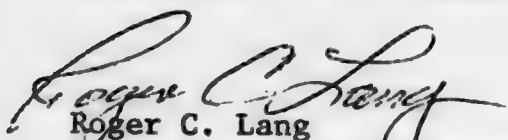
Intent for reimbursement is shown on the project request submitted by the previous County Court shown under "work to be done by the County" and in Agreement No. 7763, item 2 "COUNTY OBLIGATIONS".

This request appears to be in the PUBLIC INTEREST for the following reasons:

- 1) Approximately 88% of the total project remaining to be done will be accomplished by contract.
- 2) The County has sufficient aggregate base materials on hand, proper equipment to place the material and capable employees to perform the work.
- 3) The County has demonstrated "good faith" in this project by constructing the entire base section on this FAS Route without benefit of federal funds.

The basic concept of this proposal has been discussed with David B. Carter, FHWA Area Engineer, on March 30, 1983. Mr. Carter has tentatively agreed to reimbursement for placing of the aggregate base material.

Also, enclosed is County Force Order No. 1 and attached computation sheet showing the estimated costs of material, labor and equipment necessary to perform this work. The Estimate of Quantities and Costs has been computed to reflect a unit cost in order to streamline records keeping. This method has been acceptable on various Title II Safety Projects. Approval of the Force Order is recommended.


Roger C. Lang
Region Federal Aid Specialist

RCL/vt

Enc.

cc: The Hon. Larry L. Smith
Rick Traw
J. A. Schlieski



COURTHOUSE
BAKER, OREGON
97814

L

March 31, 1983

Roger Lang
Region Federal Aid Specialist
La Grande, Oregon 97850

Dear Roger Lang:

Please find inclosed estimates for materials, labor and equipment rental for Chandler Lane, Davenport section on FAS B516 Project.

1. Materials:	7,000 Cu. Yds. 3/4-0 Rock @	\$21,000.00
2. Labor:		8,899.20
3. Equipment Rental:		14,356.80
	Total	<u>\$44,256.00</u>

Baker County's total cost in place would be \$6.32 a cubic yard.

Sincerely,

Richard Traw
Baker County Roadmaster
Baker County Road Department
Baker, Oregon

RT/rmg

Chandler Lane FAS-516 Project

700 Cubic yards per 9 hr Shift = 90 hours to put in place

7,000 Cubic Yard 3/4 X 0 @ \$3.00 Cubic yard total \$21,000⁰⁰

Labor	Per Hour	Per 9 hour	Per 90 hr
B. Piersall	12.16	109.44	1,094.40
L. Chadwick	13.76	123.84	1,238.40
R. Coles	12.40	111.60	1,116.00
F. Miller	12.12	109.08	1,090.80
T. Hacter	12.12	109.08	1,090.80
R. Calloway	11.53	103.77	1,037.70
R. Starks	12.04	108.36	1,083.60
R. Badgley	12.40	111.60	1,116.00
Total Labor \$8,899.20			

#83 Loader	20.78	187.02	1,870.20
#98 Grader	27.90	251.10	2,511.00
#41 10yd. dump	13.22	119.88	1,189.80
#46 10yd dump	11.62	104.58	1,045.80
#47 10yd dump	15.82	142.38	1,423.80
#48 10yd dump	18.94	170.46	1,704.60
#49 10yd dump	18.94	170.46	1,704.60
#66 Water truck	8.14	73.26	732.60
#25 Roller	24.16	217.44	2,174.40

Total Equipment Rental \$18,356.80

Total Project \$44,256.00

$44,256.00 \div 7,000 \text{ Cubic yards} = \$6.32 \text{ in place}$



COURTHOUSE
BAKER, OREGON
97814

☐ RE ☐ RCE ☐ RME ☐ ROE

☒ RFA MAR 29 1983 ☐

RECEIVED
REGION 5 OFFICE

March 29, 1983

Mr. Roger C. Lang
Department of Transportation
Highway Division
Region Five Office
P.O. Box 850
La Grande, Oregon 97850

Dear Roger:

This is in reference to Miscellaneous Contracts and Agreements No. 7763 of October 13, 1982, an agreement between your office and Baker County for the Chandler Lane project.

As you are well aware, the financial picture for the County necessitates investigation of all alternatives. We believe the project agreement allows the County to request reimbursement for cost incurred in placing of leveling course and shoulder gravel. We request that this be done.

The project is extremely important to us and early completion is certainly desired. If our request cannot be approved, project postponement would appear the only alternative available.

Would you check this out and respond earliest? We appreciate your help and understanding.

Sincerely,

BAKER COUNTY COURT

By: *Larry L. Smith*

Larry L. Smith
Baker County Judge
Baker County Courthouse
Baker, Oregon 97814

LLS/th

cc: File

ORDER FOR FORCE WORK

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

ORDER No. 1

WORK TO BE DONE BY BAKER COUNTY CONTRACT No. 9660
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME DAVENPORT ROAD-POWDER RIVER SECTION DATE MARCH 31, 1983

HIGHWAY COUNTY ROAD, FAS B 516 FAP No. RS-B 516(2)

COUNTY BAKER PREFIX 501-1014 FUNCTION 240-01

DESCRIPTION OF WORK TO BE DONE:

FURNISH AND PLACE AGGREGATE BASE MATERIAL, UNDER PAVEMENT AND SHOULDER.

LOCATION BY STATION NUMBERS:

39+50 to 186+50

APPROVED
Federal Hwy. Adm.
Effec. 4-28-83

ESTIMATE OF QUANTITIES & COSTS:

AGGREGATE BASE 7,000 C.Y. @ \$6.32

(EST. COST INCLUDES, LABOR, EQUIPMENT AND WATER NECESSARY TO PLACE AGGREGATE BASE)

EXPLANATION:

COUNTY IS REQUESTING REIMBURSEMENT FOR WORK DESCRIBED ON PROJECT REQUEST AND PROVIDED FOR UNDER TERMS OF PROJECT AGREEMENT. THIS REQUEST IS DETERMINED TO BE IN THE PUBLIC INTEREST AS THE COUNTY HAS AMPLE AGGREGATE BASE ON HAND, EXPERIENCED EMPLOYEES AND PROPER EQUIPMENT TO PERFORM THE WORK.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:

Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:

Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization \$

Present estimate of costs including work under this Force Order \$

Estimated Overrun Amount \$

Estimated Overrun Percent

SUBMITTED BY: [Signature]

TITLE: REGION FEDERAL AID SPECIALIST

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: [Signature]
Region Engineer

APPROVED: [Signature]

Construction or Traffic Engineer
Manager, Program Section

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

501

Attention: Right-of-way Section

Subject: Federal Aid Project No. _____ Prefix _____

Project Name Davenport Rd. - Powder River
FAS-B516

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

- ☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

- ☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

- ☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

- ☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

- ☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 29 day of MARCH, 1983

County of Baker
Ray L. Smith
County Judge/Chairman

Certified By:

[Signature]
Regional Right-of-Way Supervisor
Date 4-1-83

[Signature]
Commissioner
[Signature]
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

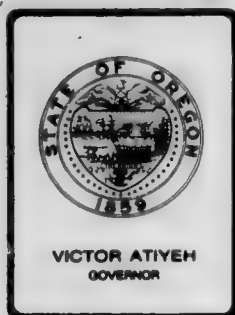
PROGRAM MANAGEMENT SECTION

DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐

APR 6 1983

REFERRED TO _____
FOR _____

FILE: PM FA LG.



Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850

La Grande, Oregon 97850

Telephone 963-3177

March 28, 1983

The Hon. Larry Smith
County Judge
Baker County Courthouse
Baker, Oregon 97814

Dear Judge Smith:

Re: Preliminary Plans, Davenport Road-Powder River Section, FAS B 516,
Chandler Lane

Enclosed are three copies of Preliminary Plans, dated March 15, 1983, for
the Davenport Road-Powder River Section of FAS B 516, Chandler Lane.

Please examine the plans carefully and if found to be acceptable, present
them to the Court for signature. After the plans have been signed, return
two copies to me for further processing. Retain one copy for your records.

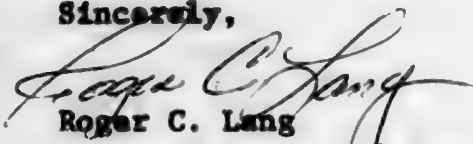
Our present schedule calls for opening of bids on May 26, 1983. Based on
the present estimate of \$299,000, the County's matching funds @ 6% needed
to award the project would be \$17,940. If the bids are lower, then the
matching funds would be lower.

I realize the County Road funds are under severe budget constraints at this
time. However, if you can find a way to finance the project at this time,
I feel it would be best in the long run.

If you feel you cannot finance your portion of the project, I suggest signing
of the plans, if you concur, and we will place the project "on the shelf"
until such time as you may proceed. This will allow us to rapidly formulate
the procedure of preparing the project for bid letting.

Do not hesitate to contact me if you should have any questions.

Sincerely,

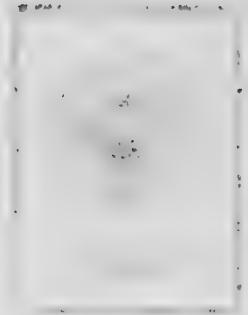

Roger C. Lang
Region Federal Aid Specialist

RCL/vt

Enc.

cc: D. E. Swan

J. A. Schlieski



[Faint, mostly illegible text covering the main body of the page, appearing to be a memorandum or report.]

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☒
SHM ☐ MJK ☐ DMH ☐

MAR 30 1983

REFERRED TO _____
FOR _____
FILE: PM FA LG



STATE OF OREGON

INTE OFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

FROM: *for* Robert N. Bothman
Assistant State Highway Engineer

DATE: March 22, 1983

SUBJECT: FAS-C Project
Davenport Road - Powder River Section
Chandler Lane FAS-B516
Baker County

Baker County is requesting a roadway paving project on the Davenport Road - Powder River Section on FAS-B516. Roadway is to have 2-11' AC travel lanes and 5' gravel shoulders. Road can be closed during construction. Signing and striping by County. No additional R/W. Engineering by State. PE was approved by O.T.C. 23rd day of September 1982.

<u>JURISDICTION</u>	<u>SECTION</u>	<u>TOTAL FUNDS</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>	<u>COUNTY FUNDS</u>
Baker County	Davenport Rd.-Powder River, Chandler Lane FAS-B516, Construction	\$285,000	\$250,000	\$17,100	\$17,100

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

*orig. to Bureau
of State
file
3-25*

APPROVED BY:

[Signature]
State Highway Engineer

Date 3-24-83

D. E. Swan - Please Program & Update PMS
Fred Miller
✓ L. W. Rulien
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
Cam Gilmore
C. T. Keasey
George Bell
J. H. Versteeg
L. E. George

F. E. Terpin
W. J. Hart
Roger Trygstad
Don Adams
J. Sullivan
John Scofield
George Wills
Phil Lewellyn
Don Aman
Region 5:
R. D. Hector
Roger Lang
Harold Brainard



L. W. RULIEN

1-21-3

LOCATION PROJECTS

Region Check List for Compliance with
Title VI, 1964 Civil Rights Act

PROJECT Davenport Road - Powder River Bridge Section

Project Investigation:

1. Project corridor review with the assistance of Right of Way personnel to determine the presence or absence of minority groups, minority businesses or minority individuals in the vicinity of the route.

a. Methods used visual

b. Organizations contacted Baker County Officials

c. Other sources used None

d. Has a Preliminary Environmental Impact Statement been prepared for project?

NA

e. Does the Preliminary Environmental Impact Statement agree with findings?

2. Documentation of presence or absence of minority groups.

a. List minority groups by type. None

Region Check List for Compliance with Title VI - Page 2

b. Is a map prepared indicating location or locations of minority groups? (Attach small scale map.) No

c. Alternate designs or routing considerations:

(1) Are alternate designs being studied? No

(2) Are other routes being considered or contemplated? No

(3) Are any feasible alternates apparent to reduce or eliminate conflicts? NA

(4) Recommendations and explanation of conflict. NA

3. Affirmative action if minority groups exist.

a. Has a request for review and assistance been submitted to the Region Engineer?

NA

b. Define the problems and controls which could affect this project.

c. After review and assistance, define recommended course of action.

Date:

Resident Engineer

Joseph A. Schmitt
1-28-83

LOCATION NARRATIVE REPORT

Subject: Davenport Road - Powder River Section
Highway: Chandler Lane - FAS B516
County: Baker

Work to be done: Paving

Project Manager: Schlieski

This project consists of the paving of Chandler Lane between Davenport Road and the Powder River Bridge.

Contracted Work:

The only work to be done under this contract is paving. Baker County will prepare the base for paving and will complete all other grading items, including approaches and placement of shoulder aggregate.

Base Construction:

Base samples were submitted 1/28/83 for evaluation by John Scofield and his recommendation or approval of the proposed surface design.

Baker County constructed the base using Mirafi fabric under a pitrun gravel, topped with 2" to 4" of 3/4-0 aggregate leveling course. This work was completed in July of 1982. Most of this section is marshy and the base as constructed is holding up well.

Structure Paving:

The Powder River Bridge has not been paved. Baker County has a policy not to use salt on their bridge decks. A waterproofing membrane system will not be necessary.

Temporary Protection & Direct:

The road may be closed to traffic during the paving. As part of the Temporary Protection and Direction of Traffic the contractor should furnish 3 Type III Barricades to support the "ROAD CLOSED" signs on either end of the project and at Davenport Road. The road closure system must be kept to a minimum to allow the contractor access, etc.

Temporary Signing:

Temporary signing will be furnished and maintained by the contractor. The required signing should be kept to a minimum. There should be no need to sign a detour route.

AC Mix:

We recommend a commercial mix within the broad bands specified for a Class "B" with 6% asphalt. The source will probably be Baker Redi-Mix.

Permanent Signing:

Any permanent signing will be completed by Baker County.

Anticipated Items:

We don't anticipate any other work. Striping if requested will be done by Baker County.

Contract Time:

It's my understanding that this project is being scheduled for this May letting. The contract time should be kept to a minimum to encourage a timely completion of the work.

Joseph A. Schlieski
1-27-83

LOCATION NARRATIVE REPORT

Subject: Davenport Road - Powder River Section
Highway: Chandler Lane - FAS B516
County: Baker

Work to be done: Paving
Project Manager: Schlieski

This project consists of the paving of Chandler Lane between Davenport Road and the Powder River Bridge.

Contracted Work: The only work to be done under this contract is paving. Baker County will prepare the base for paving and will complete all other grading items, including approaches and placement of shoulder aggregate.

Base Construction: Base samples were submitted 1/28/83 for evaluation by John Scofield and his recommendation or approval of the proposed surface design.

Baker County constructed the base using Mirafi fabric under a pitrun gravel, topped with 2" to 4" of 3/4-0 aggregate leveling course. This work was completed in July of 1982. Most of this section is marshy and the base as constructed is holding up well.

Structure Paving: The Powder River Bridge has not been paved. Baker County has a policy not to use salt on their bridge decks. A waterproofing membrane system will not be necessary.

Temporary Protection & Direct: The road may be closed to traffic during the paving. As part of the Temporary Protection and Direction of Traffic the contractor should furnish 3 Type III Barricades to support the "ROAD CLOSED" signs on either end of the project and at Davenport Road. The road closure system must be kept to a minimum to allow the contractor access, etc.

Temporary Signing: Temporary signing will be furnished and maintained by the contractor. The required signing should be kept to a minimum. There should be no need to sign a detour route.

AC Mix: We recommend a commercial mix within the broad bands specified for a Class "B" with 6% asphalt. The source will probably be Baker Redi-Mix.

Permanent Signing: Any permanent signing will be completed by Baker County.

Anticipated Items: We don't anticipate any other work. Striping if requested will be done by Baker County.

Contract Time: It's my understanding that this project is being scheduled for this May letting. The contract time should be kept to a minimum to encourage a timely completion of the work.

Joseph A. Schlieski
1-27-83

SECTION Davenport Rd.-Powder River Br. UNIT OR PART 1 of 1 sheet

fo
T

sheet
1

UNIT OR PART

FAS B516
HIGHWAY

PREFIX
501-1434

**Baker
COUNTY**

[illegible]

Schleski

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA MAY 18 1978 ☐

RECEIVED
REGION 5 OFFICE

Gentlemen:

RE: Waiver Request
Protective Membrane Requirement
Concrete Deck Structures
New Construction with Federal Aid Funds

This letter is to advise you the Baker County Court has not authorized nor does the County use salts or any other corrosive de-icing agent in sanding materials. Therefore we request the protective membrane requirement for concrete deck structures be waived in the interest of conserving petroleum products and the taxpayers' dollar.

We request this letter be placed on permanent file with the Highway Division, eliminating the need for letter certification each time Federal funds are used in the construction of concrete structures.

In event the Court authorizes the use of salts or corrosive de-icing agents, we will advise you by letter of the action. Also, the Court will take positive action and assume responsibility for placing protective membranes on structures previously constructed with Federal Highway Funds.

Donald L. Fuller
County Judge

George M. Nielsen
Commissioner

Fred W. Ring
Commissioner

May 16th 1978
Date

5-18-78
JMS

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301		OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION														
PROJECT LOCATION Co. Rd., Approx. 5 mi. NW of Baker "Davenport Rd.-Powder Riv. Br. Sec."	APPN CODE 075	ITEM NO. 30037	PROJECT NO. RS-B516(1)	ROUTE NO. <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; text-align: center;">FED. S</td> <td style="width: 50%; text-align: center;">STATE</td> </tr> <tr> <td style="text-align: center;">B516</td> <td style="text-align: center;">Co. Rd.</td> </tr> </table>		FED. S	STATE	B516	Co. Rd.							
FED. S	STATE															
B516	Co. Rd.															
Access Control <u>None</u> Parking Restrictions <u>None</u> System Revision <u>None</u> Airports (within 2 Mi.) <u>Baker Municipal Airport</u> ROW <u>60'</u> normal Water Development <u>None</u> Recreation & Historical Areas <u>None</u> County <u>Baker</u> Code <u>(001)</u>																
A-95 Review: State Cl. Ho. Exempt <u>X</u> Date Approved _____ Dist. <u>13</u> Cl. Ho. Exempt <u>X</u> Date Approved _____ No Reply _____ Project Environmental Assessment: FHWA Concurrence Dated <u>2/25/80</u> (Statewide) 1-EIS _____ 2-Categorical Exclusion <u>X</u> 3-Draft Assessment & FONSI _____ Notes: (1) Project in Congressional District <u>2</u> . (2) _____ _____																
I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below: <table style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 50%; vertical-align: top;"> <u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u> </u> Incl. Archeological Salvage <u> </u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work </td> <td style="width: 10%; text-align: center; vertical-align: top;"> Est. Proj. Cost: 88.15 </td> <td style="width: 40%; vertical-align: top;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">TEC NTE</td> <td style="width: 50%; text-align: right;">\$ 4,900</td> </tr> <tr> <td>FF</td> <td style="text-align: right;">\$ 4,318</td> </tr> <tr> <td>STATE</td> <td style="text-align: right;">\$ 291</td> </tr> <tr> <td>Co.</td> <td style="text-align: right;">\$ 291</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____ </td> </tr> </table>						<u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u> </u> Incl. Archeological Salvage <u> </u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work	Est. Proj. Cost: 88.15	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">TEC NTE</td> <td style="width: 50%; text-align: right;">\$ 4,900</td> </tr> <tr> <td>FF</td> <td style="text-align: right;">\$ 4,318</td> </tr> <tr> <td>STATE</td> <td style="text-align: right;">\$ 291</td> </tr> <tr> <td>Co.</td> <td style="text-align: right;">\$ 291</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____	TEC NTE	\$ 4,900	FF	\$ 4,318	STATE	\$ 291	Co.	\$ 291
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TEC NTE	\$ 4,900															
FF	\$ 4,318															
STATE	\$ 291															
Co.	\$ 291															
REMARKS: Attached is a copy of the Authority for Survey & project maps. CL:bks																
DATE 12-22-82	SIGNATURE OF REQUESTING OFFICIAL D.E. SWAN, P.E.		TITLE PROGRAM CONTROL ENGINEER													

November 4, 1982

Baker County Court
Courthouse
Baker, OR 97814

AGR 4-2

Attention: Anita C. Johnson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7763

Gentlemen or Ladies:

Attached for your files is a fully executed copy of
a Preliminary Engineering and Construction-Finance Agree-
ment to construct the Davenport Road-Powder River Section
of Chandler Lane.

We are retaining a fully executed copy of this
agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME

Davenport Road-Powder River Bridge Section

HIGHWAY NAME

Chandler Lane, FAS B516

HIGHWAY NUMBER

N/A

REGION

5

ADMINISTRATIVE DISTRICT

13

COUNTY

Baker

CITY

N/A

LENGTH

2.8 miles

MILEPOST NUMBER

TO

☒ RURAL

☐ URBAN

LOCAL GOVERNMENT PROJECT?

☒ YES

☐ NO

IF YES, UNIT OF GOVERNMENT

Baker County

TYPE OF FUNDS

☐ FAI

☐ FAP

☒ FAS

☐ STATE

☐ FAUS

☐ OTHER

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☐ GRADING

☒ PAVING

☐ STRUCTURE

☐ SIGN

☐ SIGNAL

☐ ILLUMINATION

☐ ROADSIDE

IMPROVEMENT

☐ OTHER

PROJECT DESCRIPTION

Pave 2.8 miles of roadway.

Base and grading performed by Baker County (see typical section).

NOTE: Alignment established and R/W acquired under previously cancelled project.
(La Grande/Baker Highway-Powder River Section, Prefix 501-1434)

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

70 - 150

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
		☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐
DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS					
55	AASHTO	☒ LIGHT ☐ MEDIUM ☐ HEAVY					

APPROVED
Frank E. Popper
Location Engineer
Date 11/3/82

KEH
62

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 9 to 11	2 - 11
SHOULDERS	0	2 - 5
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	none
INTERCHANGES	none	none
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☐	☒	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream _____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition N/A	☐	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition N/A	☐	☐	☐	Building	☐	☒	☐
Relocations N/A	☐	☐	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment Categorical Exclusion	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing _____	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review With County	☒	☐	☐

Type _____

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
R/W obtained under previously cancelled project	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	—
CORRIDOR APPROVAL	()	—
FIELD SURVEY	()	1
PRELIMINARY DESIGN	()	—
DESIGN APPROVAL/FINAL EIS	()	—
RIGHT-OF-WAY DESCRIPTIONS	()	—
RIGHT-OF-WAY ACQUISITION	()	—
P.S. & E. DOCUMENTS	()	3

RECOMMENDED CONSTRUCTION DATE

May, 1983
(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Base being constructed by County as per typical section. 3½ inches c1 B commercial mix.	X	

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	* 2,900	4,900
RIGHT OF WAY	0	
TRAFFIC CONTROL	0	8,000
ILLUMINATION	0	
STRUCTURES	0	
RAILROAD	0	
ROADWAY	224,000	224,000
OTHER		
ENGINEERING & CONTINGENCIES	22,000	22,000
PROJECT TOTAL	248,900	* 258,900

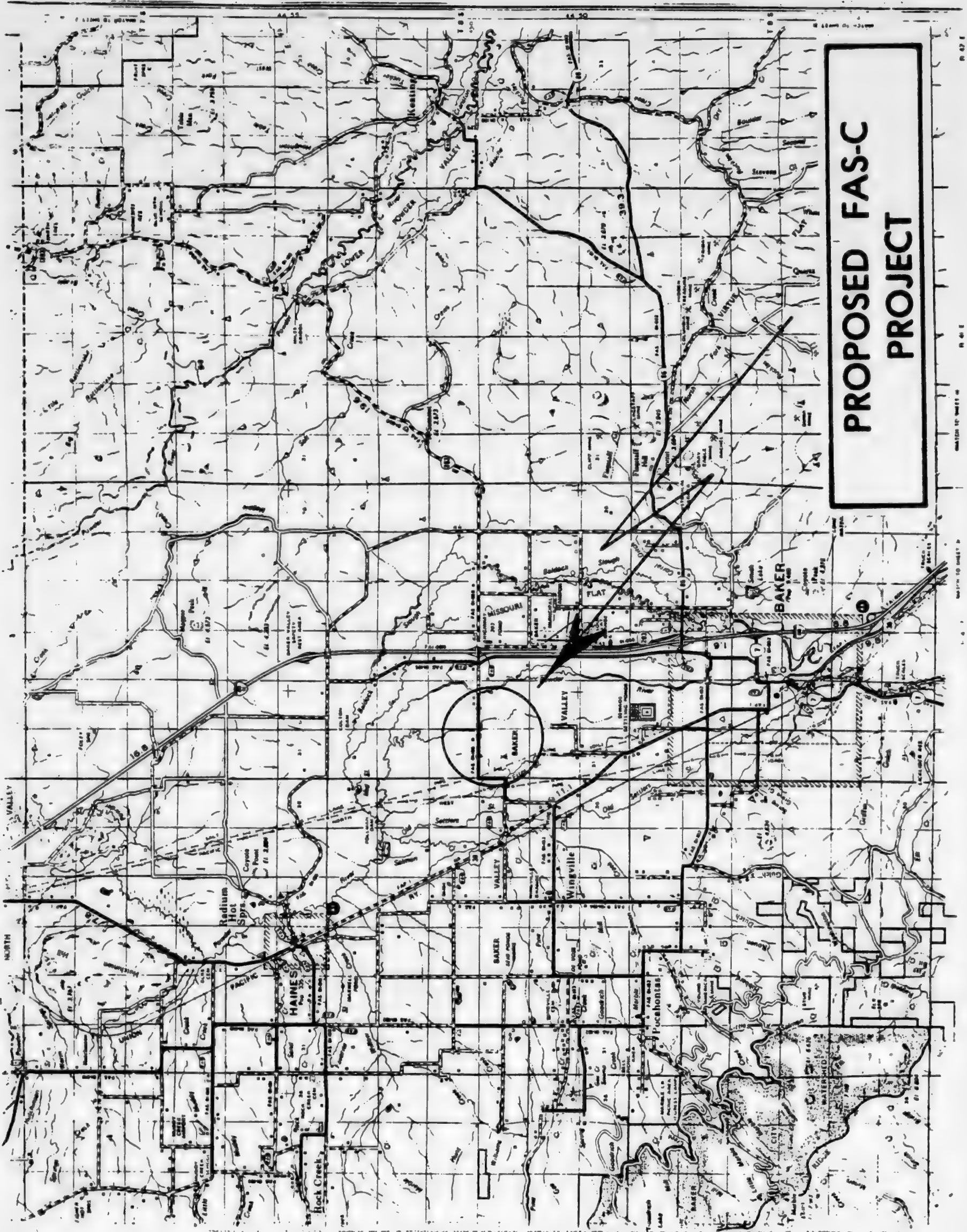
*Minimal P.E. required - Title sheet summary of quantities and typical section.

SUBMITTED BY

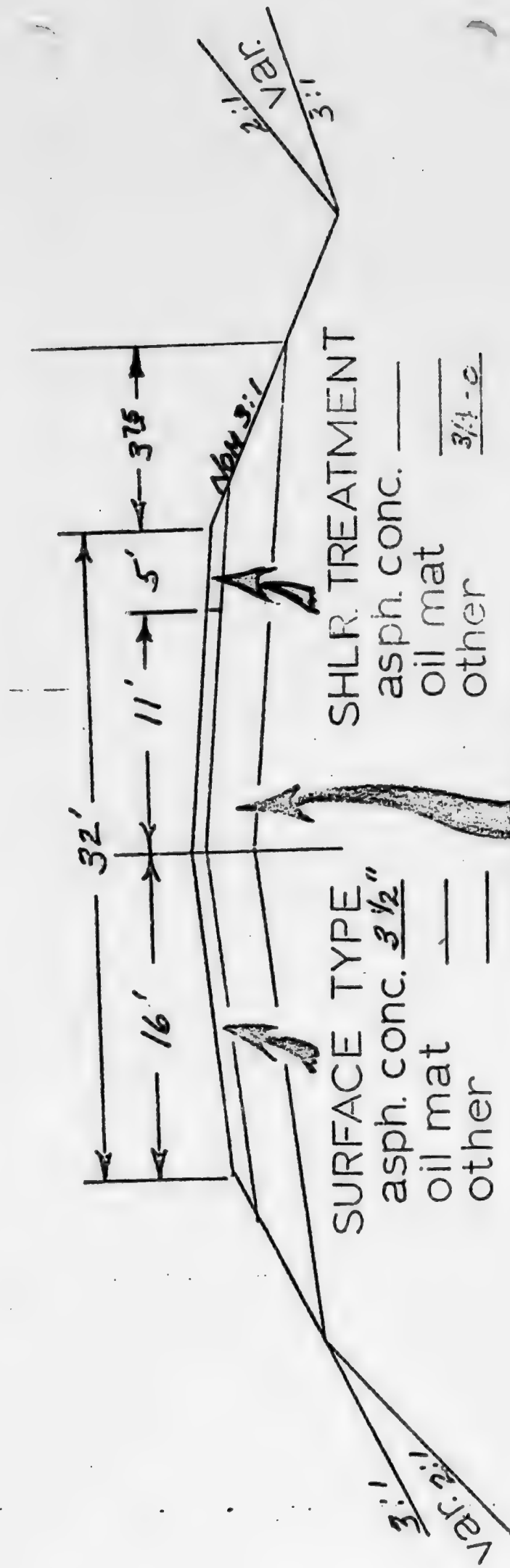
Logan C. Long

Region Federal Aid Specialist

PROPOSED FAS-C PROJECT



PROPOSED TYPICAL SECTION



TYPE OF BASE

LIME STABILIZED

*PIT OR QUARRY RUN

* CRUSHED AGG'R.

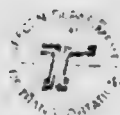
Placed on Mirafi
500 F fibre

Asph. Conc Est.

sp. Conc. Est.
Cl. "B" Commer. mix, asph. Cont. 6% min.

$$22' \times 3.5 \times .00608 \times 2.8 \times 5280 = 7000 \text{ Ton} \cdot \text{mi.}$$

* BY County



PROJE PROSPECTUS
PART 4 — SURVEY AUTHORITY

FAS 8516 //

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION

Davenport Road - Powder River Bridge

REGION

5

Chandler Lane

FAS 8216

AUTHORIZATION NO.

PREFIX

DATE recopied

SURVEY AUTHORITY

1

501-1971

10-19-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$ 2,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS \$ 4,900 \$ 4,900

PREVIOUS AUTHORIZATION \$

ADD. AUTH. REQUIRED \$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

RS- 8516(1)

LOCATION ENGINEER'S REMARKS

Perform necessary work to prepare Plans, Specifications, & Estimate to pave existing roadway.

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APPROVED BY: *Handwritten signature* 7-23-82 3.03: FAS-C/ PE only

COPIED FROM AUTH DATED 6/22/82

SIGNED BY R. C. Lang *Handwritten signature* 10/19/82

RECOMMENDED, REGION ENGINEER

X

RECOMMENDED, LOCATION ENGINEER

X *Handwritten signature* 10/20/82

DATE

10/19/82

DATE

10/20/82

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS

X *Handwritten signature* 10/22/82

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES

X *Handwritten signature* 10-21-82

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

12-29-82

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME

Davenport Road-Powder River Bridge Section

HIGHWAY NAME

Chandler Lane, FAS B516

HIGHWAY NUMBER

N/A

REGION

5

ADMINISTRATIVE DISTRICT

13

COUNTY

Baker

CITY

N/A

LENGTH

2.8 miles

MILEPOST NUMBER

TO

☒ RURAL

☐ URBAN

LOCAL GOVERNMENT PROJECT?

☒ YES

☐ NO

IF YES, UNIT OF GOVERNMENT

Baker County

TYPE OF FUNDS

☐ FAI

☐ FAP

☒ FAS

☐ STATE

☐ FAUS

☐ OTHER

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☐ GRADING

☒ PAVING

☐ STRUCTURE

☐ SIGN

☐ SIGNAL

☐ ILLUMINATION

☐ ROADSIDE IMPROVEMENT

☐ OTHER

PROJECT DESCRIPTION

Pave 2.8 miles of roadway.

Base and grading performed by Baker County (see typical section).

NOTE: Alignment established and R/W acquired under previously cancelled project.
(La Grande/Baker Highway-Powder River Section, Prefix 501-1434)

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

70 - 150

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
		☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐
DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS					
55	AASHTO	☒ LIGHT ☐ MEDIUM ☐ HEAVY					

APPROVED
Frank E. Perpin
Location Engineer
Date 11/3/82

3 - FEATURES

EXISTING NUMBER AND WIDTH

PROPOSED NUMBER AND WIDTH

TRAVEL LANES	2 - 9 to 11	2 - 11
SHOULDERS	0	2 - 5
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	none
INTERCHANGES	none	none
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☐	☒	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream _____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition N/A	☐	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition N/A	☐	☐	☐	Building	☐	☒	☐
Relocations N/A	☐	☐	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Categorical Exclusion	☐	☒	☐	Airport Clearance	☐	☒	☐
Statewide Assessment	☐	☒	☐	Economic Analysis	☐	☒	☐
Negative Declaration	☐	☒	☐	Requires Field Survey	☒	☐	☐
Environmental Impact Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
4-F Statement	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Public Hearing	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Borrow Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Material Source	☐	☒	☐	Design Review With County	☒	☐	☐
Utilities	☐	☒	☐				

Type _____

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
R/W obtained under previously cancelled project	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	—
CORRIDOR APPROVAL	()	—
FIELD SURVEY	()	1
PRELIMINARY DESIGN	()	—
DESIGN APPROVAL/FINAL EIS	()	—
RIGHT-OF-WAY DESCRIPTIONS	()	—
RIGHT-OF-WAY ACQUISITION	()	—
P.S. & E. DOCUMENTS	()	3

RECOMMENDED CONSTRUCTION DATE

May, 1983
(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Base being constructed by County as per typical section. 3½ inches cl B commercial mix.	X	

7 - TYPICAL SECTION AND LOCATION

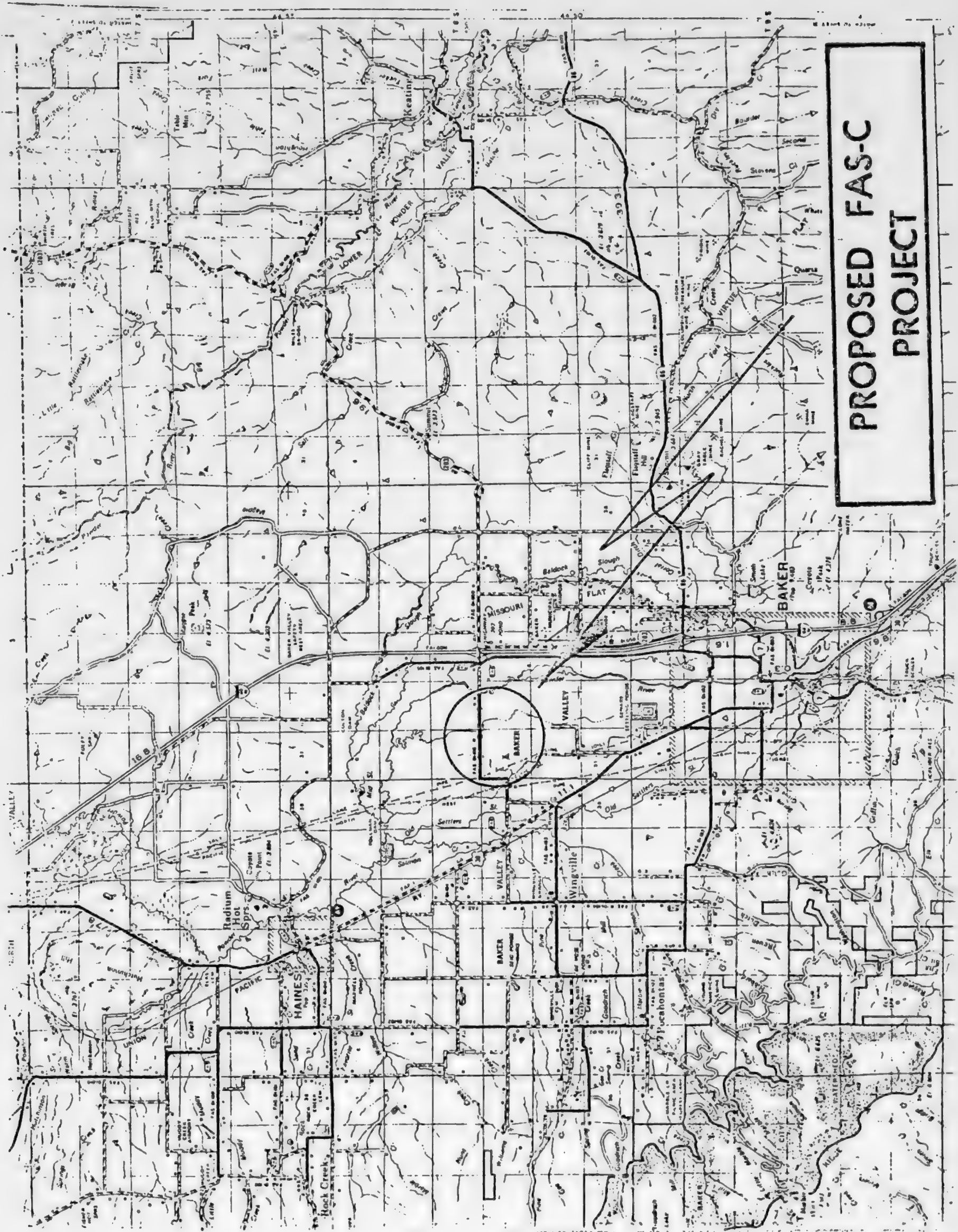
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	* 2,900	4,900
RIGHT OF WAY	0	
TRAFFIC CONTROL	0	8,000
ILLUMINATION	0	
STRUCTURES	0	
RAILROAD	0	
ROADWAY	224,000	224,000
OTHER		
ENGINEERING & CONTINGENCIES	22,000	22,000
PROJECT TOTAL	248,900	# 258,900

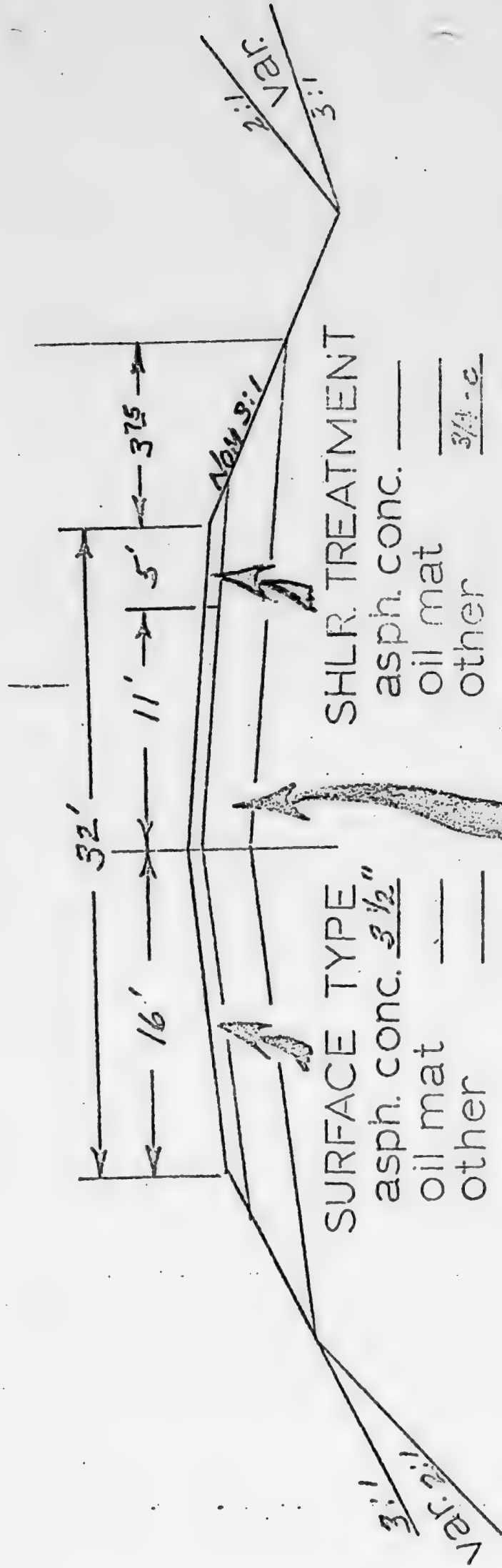
*Minimal P.E. required - Title sheet summary of quantities and typical section.

SUBMITTED BY Logan C. Long Region Federal Aid Specialist



**PROPOSED FAS-C
PROJECT**

PROPOSED TYPICAL SECTION



SURFACE TYPE
asph. conc. 3 1/2"
oil mat _____
other _____

SHLR. TREATMENT
asph. conc. _____
oil mat _____
other 3/4" - c

TYPE OF BASE

LIME STABILIZED

* PIT OR QUARRY RUN

* CRUSHED AGGR.

Placed on Miraflores
500 E Fibre

Asph. Conc. Est.
Cl. "B" Commer. mix, asph. cont. 6% min.
22' X 3.5' X .00608 X 2.8' X 5280 = 7000 TON
mi.

* By County

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date 6/24/82

Section Davenport Rd.-Powder R. Bridge Section City Hwy. No. B-516

Highway Chandler Lane Begin M.P. Length 2.8 miles

County Baker Program Estimate \$248,000.

Region 5 Funding Source FAS-C

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to pave a 2.8 mile section of Chandler Lane that Baker County is reconstructing and widening. Right-of-way acquisition and structure widening was done or is currently being done by Baker County under a previous FAS-C project. Baker County will also be responsible for base rock, level course and signing as required to meet standards set forth in manual on uniform traffic control devices. The proposed project is limited to paving the project currently being done with Baker County Forces.

C. Recommended Project Classification:

<u>Project Class</u>	<u>Documentation</u>	<u>Other Documentation</u>
<u> </u> I	<u>Draft and Final EIS</u>	<u> </u> Wetlands Finding/Analysis
<u> X </u> II	<u>Categorical Exclusion</u>	<u> </u> Endangered Species List
<u> </u> III	<u>Environmental Assessment</u>	<u> </u> Biologic Assessment
		<u> </u> Cultural Resources Survey
		<u> </u> Section 106 Procedures
		<u> </u> Section 4(f) Evaluation
		<u> </u> Noise Study Report
		<u> </u> Indirect Source Construction Permit

Basis for Recommended Classification:

The proposed project is limited to paving, with no right-of-way acquisition and no adverse impacts on the natural or human environment. Recommended project classification is Project Class II, Categorical Exclusion.

D. Descriptions:

	<u>Existing Facility</u>	<u>Proposed Facility</u>
Number of Traffic Lanes	<u>2</u>	<u>2</u>
Median (Yes/No)	<u>No</u>	<u>No</u>
Shoulders (Yes/No, Paved/Gravel)	<u>Gravel</u>	<u>Gravel</u>
Average Daily Traffic (Volume and Year)	<u>70 - 150</u>	<u>70 - 150</u>
Alignment (New, Combined, Existing)	<u>Existing</u>	<u>Existing</u>
Speeds (Posted and Estimated)	<u>35 mph est.</u>	<u>45 mph est.</u>

Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	<u>None</u>
Estimated Number of Parcels	<u>"</u>
Residential Displacements (No.)	<u>"</u>
Business Displacements (No.)	<u>"</u>

Describe:

Right-of-way was acquired under a previous project.

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Traffic flow and safety will be enhanced with the improvement of this important farm to market road. The current bumpy-rough nature of Chandler Lane is some deterrent to use.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

Name of Preparer and Phone Number:

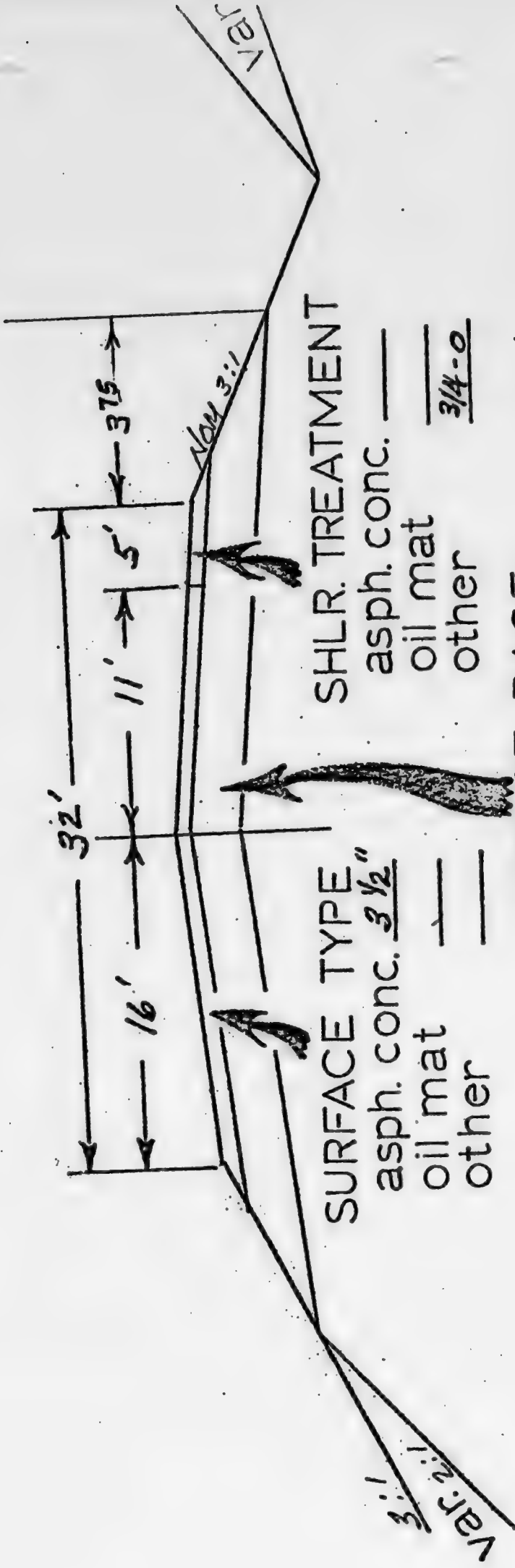
John Preston

963-3177

(Attach Project Location Map)

(2-28-82)

PROPOSED TYPICAL SECTION



SURFACE TYPE
asph. conc. 3 1/2"
oil mat —
other —

SHLR. TREATMENT
asph. conc. —
oil mat —
other 3/4-0

TYPE OF BASE

LIME STABILIZED

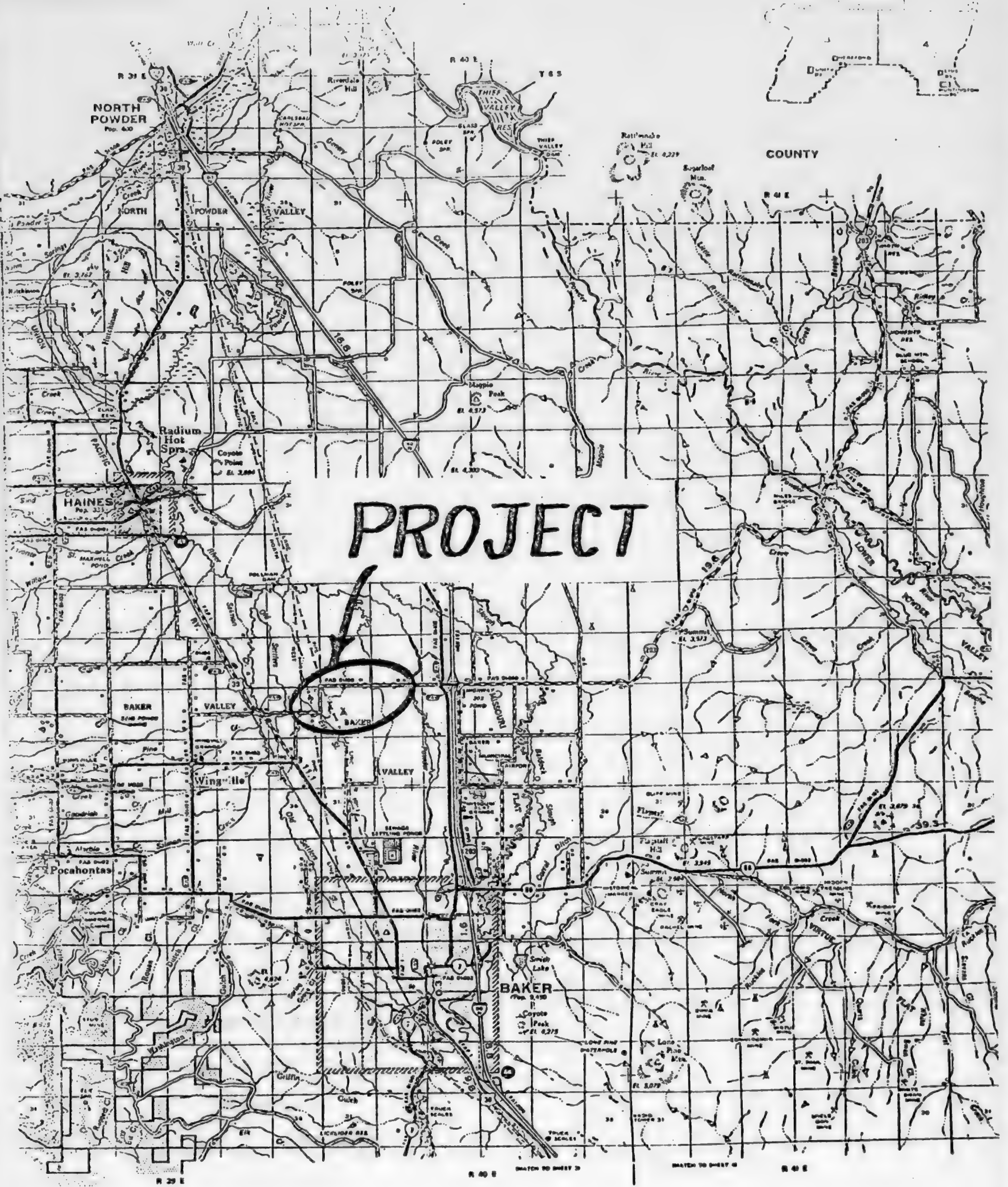
* PIT OR QUARRY RUN 12"

* CRUSHED AGG'R. 3"

Placed on Miraflo 500 F Fibre

Asph. Conc Est.
Cl. "B" Cammer. min. asph. cont. 6% min.
22' x 3.5' x .00608 x 2.8' x 5280 = 7000 Ton
mi.

* By County



PROGRAM MANAGEMENT SECTION

DHM ☐ DES ☒
SHM ☐ MJK ☐ DNH ☐

JUN 28 1982

REFERRED TO _____
FOR _____

FILE: PM FA LG.

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
June 22, 1982

PREFIX

1 - IDENTIFICATION

PROJECT NAME

Davenport Road-Powder River Bridge Section

HIGHWAY NAME

Chandler Lane, FAS B516

HIGHWAY NUMBER

N/A

REGION

5

ADMINISTRATIVE DISTRICT

13

COUNTY

Baker

CITY

N/A

LENGTH

2.8 miles

MILEPOST NUMBER

TO

☒ RURAL

☐ URBAN

LOCAL GOVERNMENT PROJECT?

☒ YES

☐ NO

IF YES, UNIT OF GOVERNMENT

Baker County

TYPE OF FUNDS

☐ FAI

☐ FAP

☒ FAS

☐ STATE

☐ FAUS

☐ OTHER

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☐ GRADING

☒ PAVING

☐ STRUCTURE

☐ SIGN

☐ SIGNAL

☐ ILLUMINATION

☐ ROADSIDE
IMPROVEMENT

☐ OTHER

PROJECT DESCRIPTION

Pave 2.8 miles of roadway.

Base and grading performed by Baker County (see typical section).

NOTE: Alignment established and R/W acquired under previously cancelled project.
(La Grande/Baker Highway-Powder River Section, Prefix 501-1434)

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

70 - 150

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
		☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

55

DESIGN STANDARDS

ASSHTO

TRAFFIC ANALYSIS

☒ LIGHT

☐ MEDIUM

☐ HEAVY

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 9 to 11	2 - 11
SHOULDERS	0	2 - 5
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BULEWAYS	none	none
INTERCHANGES	none	none
OTHER		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☐	☒	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream _____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition N/A	☐	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition N/A	☐	☐	☐	Building	☐	☒	☐
Relocations N/A	☐	☐	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment Categorical Exclusion	☒	☐	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing _____	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review With County	☒	☐	☐

Type _____

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
R/W obtained under previously cancelled project	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	_____
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	_____
CORRIDOR APPROVAL	()	_____
FIELD SURVEY	()	_____
PRELIMINARY DESIGN	()	_____
DESIGN APPROVAL/FINAL EIS	()	_____
RIGHT-OF-WAY DESCRIPTIONS	()	_____
RIGHT-OF-WAY ACQUISITION	()	_____
P.S. & E. DOCUMENTS	()	_____

RECOMMENDED CONSTRUCTION DATE

May, 1983
(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

	NEW WORK	OVER EXISTING
Base being constructed by County as per typical section. 3½ inches c1 B commercial mix.	X	

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	* 2,900	
RIGHT OF WAY	0	
TRAFFIC CONTROL	0	
ILLUMINATION	0	
STRUCTURES	0	
RAILROAD	0	
ROADWAY	224,000	
OTHER		
ENGINEERING & CONTINGENCIES	22,000	
PROJECT TOTAL	248,900	

*Minimal P.E. required - Title sheet summary of quantities and typical section.

SUBMITTED BY Logan C. Lang Region Federal Aid Specialist

() OREGON STATE HIGHWAY DIVISION ()

AUTHORITY FOR SURVEY

Section Davenport Road-Powder River Bridge Date June 22, 1982
 Highway FAS B516, Chandler Lane Authorization No. 1
 County Baker Survey Prefix _____
 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Davenport Road easterly along Chandler Lane to the Powder River Bridge, a distance of 2.8 miles +

Purpose of survey:

Prepare plans, specifications and estimate of costs

Estimate of cost:

	Estimate of Cost
Field Survey	(901) _____
Citizen Participation	(902) _____
City or County	(903) _____
Consultant	(904) _____
Final Design	(905) <u>1,000</u>
Bridge Design	(906) _____
Preliminary Design	(907) _____
R/W Descriptions	(909) _____
Soils and Geology	(910) _____
Traffic	(911) _____
Landscape	(912) _____
Liaison	(913) _____
Utility	(914) _____
Photogrammetry	(916) _____
Location Studies	(918) _____
Engr. Graphics	(919) _____
Office Engineer	(920) <u>200</u>
Specifications	(921) <u>1,500</u>
Environmental	(923) <u>200</u>
Foundation Exploration	(926) _____
Free Bridge Design	(927) _____
Seminars	(950) _____
Hearings	(980) _____
Equal Opportunity	(985) _____
Advisory Committees	(986) _____

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey \$ _____
 Previous authorization
 Additional authorization requested
 Additional authorization approved (Salem)
 Total all authorizations approved (Salem)

Requests made by:

Logan C. Long
 Region Federal Aid Specialist

Recommended for Approval:

Wm. A. Miller
 Regional Engineer

Recommended for Approval:

 Location Engineer

Approved:

 Assistant State Highway Engineer



STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Program Control Engineer

DATE: June 22, 1982

ATTN: Hal Reynoldson

SUBJECT: Project Request
Davenport Road-Powder River Section
FAS B516, Chandler Lane
Baker County

Enclosed is a project request as received from Baker County Court concerning improvements to Chandler Lane from Davenport Road to Powder River Bridge.

This project will complete a section that was developed in 1975 but was downscoped severely because of funding problems. However, alignment, grade and drainage were continued by the County at their sole expense as time and funds became available. All right of way necessary was obtained under this project.

At the present time, Baker County grading, placing mirafi 500 fibre, base rocking and small amount of 3/4-0 to accommodate traffic. Final course of 3/4-0 will be placed next spring just ahead of proposed contract work.

Also enclosed is Location Prospectus and Authority for Survey showing anticipated costs. You will note preliminary engineering is estimated at a minimal amount as only a title sheet showing estimate of quantities and typical section need be prepared for plans. We should be able to utilize previous preliminary plan sheets prepared for the La Grande/Baker Highway-Powder River Section.

A Project Category Request is being prepared and will be sent through normal routing when completed.

Please take the necessary steps to initiate this project request.

R. C. Lang
Region Federal Aid Specialist

RCL/vt
Enc.

cc: The Hon. Dennis L. Fuller
Gary Bowling

NOTED 12 143MBJAMM MAR2082
DEC 12 1982
HND 12 1982
JUN 25 1982
FOR
FILE: FM 10

PROGRAM MANAGEMENT SECTION

DHM ☐ DES ☒
SHM ☐ MJK ☐ DNR ☐

JUN 25 1982

REFERRED TO _____
FOR _____

FILE: PM FA LG.

FEDERAL AID PROJECT REQUEST

Applicant Agency Baker County Date 16 June 1982
 Request for: Off-System , FAS-C X, FAUS Project
 Federal Aid Route No. B-516 Route Name Chandler Lane
 Project Name Davenport Rd-Powder River Bridge Sec.

Project Length 2.8 miles Project Location (Attach sketch map)
 Project Description Grading and Paving

(Note: County will perform grading)

Average Daily Traffic 70 - 150 Design Speed

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)
 Width 18-22 Travel Lanes 2- Shoulders N/A
 Medians N/A Parking N/A
 Sidewalks None
 Remarks ROADWAY BEING RECONSTRUCTED - WIDENED AT PRESENT TIME

2. Desired Roadway Cross Section: (Attach sketch)
 Width 32 Travel Lanes 12 Shoulders 4
 Medians N/A Parking N/A
 Curbed N/A Length Curb Radii N/A
 Sidewalk/Bikeway Rural location does not warrant at this time
 Remarks Road may be closed to through traffic during construction

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:
 General Width 60 Minimum Maximum
 2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
 Yes X No
 3. Will additional right-of-way be needed? Yes No X
 If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No
 Remarks R/W aquired under previous project which was cancelled-delayed - because of funding

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N/A

2. Proposed Signalization:

Location N/A
Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks _____

3. Permanent Signing:

Include in project or by applicant? By County

4. Permanent Striping:

Include in project or by applicant? Yes

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type _____
Remarks _____

V. STRUCTURE DATA

1. Existing Structure:

Location N/A
Type _____
Approach Roadway Width _____ Shoulder Width _____
Length _____ Width _____
To remain in place? STRUCTURE WIDENED UNDER PREVIOUS FAS-C PROJECT

2. Proposed Structure:

Location _____
Approximate Size: Length _____ Width _____

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____

Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. <u>Citizen Involvement</u>	<u>Judge Fuller, County Judge</u>
2. <u>Environmental</u>	<u>" " Office "</u>
3. <u>Public Hearing</u>	<u>" " Office "</u>

Remarks NO ACTION PLAN REQUIREMENTS ANTICIPATED - NO RIGHT OF WAY TO BE ACQUIRED

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

Minimal P.E. Required - Alignment changes Accomplished by County Forces

2. Project construction engineering to be performed by:

Applicant _____ State X _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?

Yes X _____ No _____

If "yes," describe briefly: Base Rock, Level Course & Signing as
required to meet standards set forth in manual on uniform traffic
control devices

4. Applicant's estimate of cost for requested project:

Roadway Work	\$ 224,000
Right-of-way costs (if participating)	0
Traffic control	
Illumination	0
Structures	0
Railroad	0
Other _____	22,000
Preliminary engineering	2,900

PROJECT TOTAL \$ 248,900

Remarks Request project be let in May 1983

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Baker COUNTY

By _____

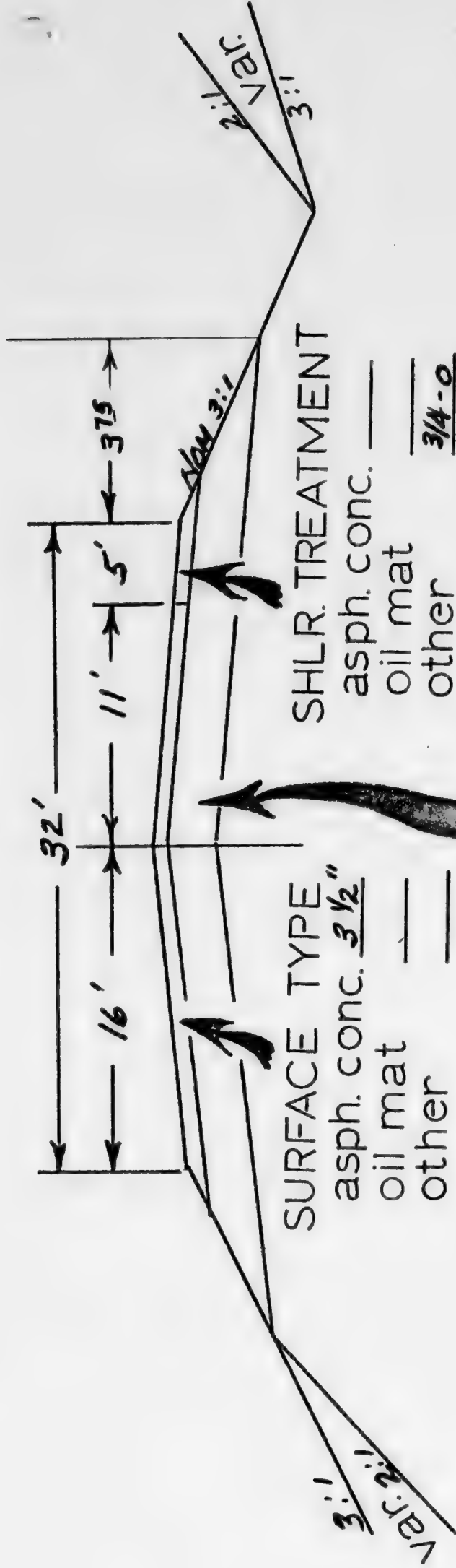
By Judge Glenn L. Faller

By _____

By Fred W. Bringer

By Stewart Sullivan

PROPOSED TYPICAL SECTION



* Placed on Mirafi 500 F Fibre

Asph. Conc Est.
Cl. "B" Commer. mix, asph cont. 6% min.
22' x 3.5' x .00608 x 2.8' x 5280 = 7000 Ton

* By County

1983 Conifer Blvd.-Circle 9661
Blvd. Sec, Pac. Hwy. W. in Corvallis
(gr, pav, & sig.)

December 28, 1988

AGR

City of Corvallis
PO Box 1083
Corvallis, OR 97339-1083

Attention: Richard Rodeman
City Recorder

REG. CONTRACTS AND
FILE NO. 7728

Attached for your records is a fully executed copy of a supplemental agreement covering the maintenance and power responsibilities for two traffic signals on the Circle Boulevard-Conifer Boulevard Section of Pacific Highway West.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Fran Neavoll
COMMISSION SERVICES

rgb

Att.

bc: Linda J. Willnow (Agree. Att.)



U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 2	COUNTY BENTON	DIVISION OREGON
DATE OF REPORT 3/24/86	REPORT MADE BY WILLIAM H. KAPPUS, AREA ENGINEER		PROJECT NO. F-9-1(6)
COMPLETION DATE (Actual) 7/10/84	ACCEPTANCE DATE BY CONTACT AGENCY 7/6/85	TIME ELAPSED 100 %	CONTRACT TIME 200 CONTRACT DAYS

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
(Projects over \$500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.

CONIFER BLVD - CIRCLE BLVD SECTION
PACIFIC HIGHWAY WEST
Grading, Paving, & Signals

This project provided for widening this section to accomodate a continuous turning median lane, and upgrading of traffic signals.

The contract work was awarded to Wildish Construction Company on 6/24/83. Work started 7/13/83 and was completed 7/10/84. The final cost overran by approximately five percent. Most of this overrun resulted from the addition of railroad crossing work.

A final inspection of the completed project was made November 6, 1984.

RECEIVED STATE HWY ENGR						
MAR 28 '86						
REFER TO Fredrickson FOR						
Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE	
TITLE AREA ENGINEER	DATE MAR 25 1986	TITLE FIELD OPERATIONS ENGINEER	DATE MAR 26 1986

June 18, 1985

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9661

Gentlemen or Ladies:

On June 12, 1985, we wrote to you concerning release of final payment on Contract No. 9661 awarded to Wildish Corvallis Construction Co. for work on the Conifer Boulevard-Circle Boulevard (Corvallis) Section of the Pacific Highway West in Benton County.

Final payment on this contract is \$2,000.00. The total contract amount is \$359,039.79 including \$15,104.28 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

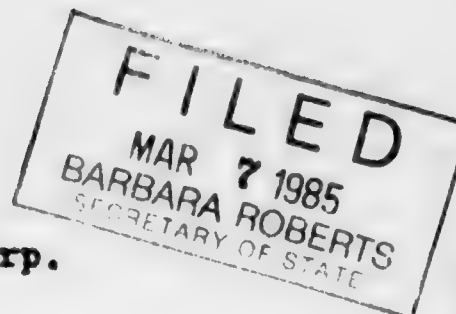
cc: Wildish Corvallis Construction Co.
PO Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

CL 1985-0038

March 5, 1985

Capital Enterprise & Engineering Corp.
1230 20th Street S.E.
Salem, OR 97302



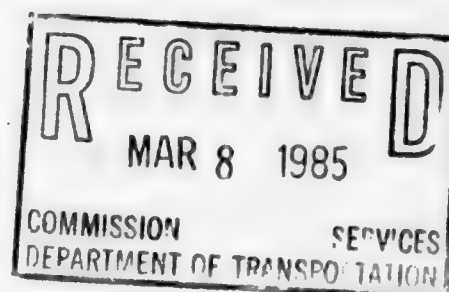
CON 5
#9661

Gentlemen or Ladies:

This will acknowledge your letter of February 13, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Capital Enterprise & Engineering
AMOUNT:	\$972.55
FOR:	Material
AGAINST (Prime contractor)	Wildish Corvallis Construction Co.
SUBCONTRACTOR	Clarke Electric, Inc.
CONTRACT NO.:	9661
PROJECT:	Conifer Blvd.-Circle Blvd. (Corvallis) Section, Pacific Highway West, Benton County
SURETY:	Industrial Indemnity Co.
AGENT:	Ben Bates

On February 22, 1985, we received a letter from you notifying us that Clarke Electric Inc., has paid all past due invoices and you were withdrawing your claim.



Capital Enterprise & Engineering Corp.

Page 2

March 5, 1985

We will advise the surety and the prime contractor of this information.

Sincerely,

ORIGINAL SIGNED

ROBERT W. GORMSEN

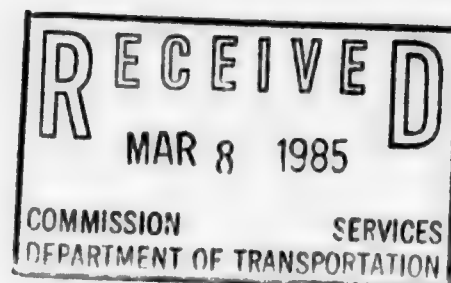
Robert W. Gormsen
COMMISSION SERVICES

cc: Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

Industrial Indemnity Co.
421 S.W. 6th
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt ✓
of the attached claim on the enclosed copy of
this letter.

ON CALL
3-27-85 *gjm*



Capital Enterprise & Engineering

4357 Orchard Hts. Rd. • Salem, Oregon 97304 • (503) 363-9290

February 13, 1985

Mr. Robert W. Gormsen
Commission Services
Room 121, Transportation Bldg.
Salem, Oregon 97301

Subject: Contract # 9661 Conifer Blvd-Circle Blvd (Corvallis) Benton Cty
Wildish-Corvallis Construction Co.

Dear Mr. Gormsen:

In accordance with Section 107.28 of the Standard Specifications for Highway Construction - 1974, we are placing a claim for past due invoices on this project.

Capital Enterprise & Engineering Corp is a supplier to Clarke Electric, Inc of Eugene which is a sub-contractor to Wildish-Corvallis Construction for this project. Following is a listing of past due invoices:

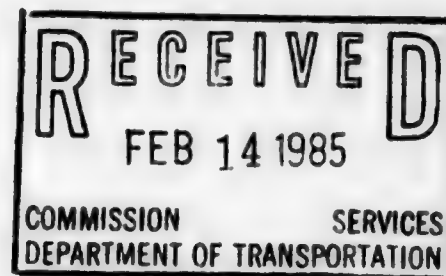
<u>Inv #</u>	<u>Date</u>	<u>For</u>	<u>Amount</u>
403-076	3/12/84	Material	\$340.00
405-116	5/1/84	Interest (Bal)	23.09
406-140	6/1/84	Interest	5.45
407-165	7/1/84	"	5.53
408-203	8/1/84	"	5.61
409-227	9/1/84	"	5.70
409-231	9/4/84	Material	403.00
410-246	10/1/84	Interest	5.78
410-252	10/5/84	Material	124.00
411-272	11/1/84	Interest	11.91
501-002	12/1/84	"	13.95
502-024	1/1/85	"	14.16
503-048	2/1/85	"	14.37
TOTAL			\$972.55

Sincerely,



Edward T. Gossack
President

cc: Wildish-Corvallis Construction
Clarke Electric Inc
Industrial Indemnity Co



Capital Enterprise & Engineering

4357 Orchard Hts. Rd. • Salem, Oregon 97304 • (503) 363-9290

February 22, 1985

Mr. Robert W. Gormsen
Commission Services
Room 121, Transportation Bldg.
Salem, Oregon 97301

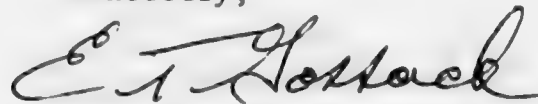
Subject: Contract #9661 Conifer Blvd-Circle Blvd (Corvallis) Benton Cty
Wildish-Corvallis Construction Co.

Dear Mr. Gormsen:

This is to notify you that Clarke Electric Inc has paid all past due invoices due to us and that we are herewith withdrawing our claim on this project.

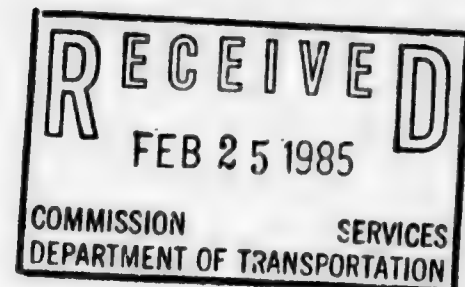
We appreciate having this avenue available to us. Thank you for your services.

Sincerely,



Edward T. Gossack
President
Capital Enterprise & Engineering Corp

cc: Wildish-Corvallis Construction
Clarke Electric Inc
Industrial Indemnity Co



OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORTFOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

Conifer Blvd. - Circle
Blvd. (Corvallis)

HIGHWAY

Pacific West

WEEK ENDING

December 22, 1984

SECTION PREFIX

2-1009

COUNTY

Benton

NAME OF JOB

Conifer Blvd.-Circle Blvd.

KIND OF WORK

Grading, Paving, Signals

CONTRACTOR

Wildish Construction Co.

CONTRACT NUMBER

9661

FEDERAL AID PROJECT NUMBER

F-9-1(6)

DATE OF CONTRACT

June 24, 1983

DATE WORK STARTED

July 13, 1983

ESTIMATED COMPLETION DATE

July 10, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0

SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 200

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 199

PERCENT OF TIME ELAPSED

99

PROJECT AUTHORIZATION:

, 457,329.56

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100

EXCLUSIVE OF ENGINEERING:

, 401,329.56

ENGINEERING
AUTHORIZATION

56,000.00

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

98

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING

, 390,610.00

ENGINEERING
COST TO DATE

58,000.00

ESTIMATED PERCENT: OVERRUN
UNDERRUN

-3 %

PERCENT OF
AUTHORIZATION

104 %

DATE PROJECT WAS COMPLETED:
July 10, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals	
		100	100	100		100	
		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT		0.42	0.42			0.42	
MILES PARTIALLY COMPLETED							
MILES COMPLETED		0.42	0.42			0.42	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,190cy	3,550tn			4,000tn	
TOTAL QUANTITIES CORRECTED TO DATE		1,782cy	3,352tn			3,525tn	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1,782cy	3,352tn			3,525tn	
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY				
SUNDAY								
MONDAY								
TUESDAY								
WEDNESDAY								
THURSDAY								
FRIDAY								
SATURDAY								

CE *F* CAE ... RECEIVED LS TC
 COE OM SA CC
 OE DEC 26 1984 FE CP
 CA POC
 CAM CONSTRUCTION QCS
 EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 16	No activity.
MONDAY 17	No activity.
TUESDAY 18	No activity.
WEDNESDAY 19	No activity.
THURSDAY 20	No activity.
FRIDAY 21	No activity.
SATURDAY 22	No activity.

REMARKS

STATUS: All required documents have been received from the contractor.
Third Notification was submitted December 20, 1984.

*** FINAL REPORT ***
RECEIVED

SECTION

SIGNED

Alva D. Vohland

080-16

LOCATION Corvallis

Alva D. Vohland, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

DATE: July 23, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Conifer Blvd.-Circle Blvd. (Corvallis) Section
Pacific West Highway, Benton County
Contract No. 9661

This federal-aid grading, paving and signal installation project was recently completed and it now appears that the final cost will exceed the project authorization by \$40,700 or 9.8 percent.

Modification of the existing traffic signal preemption system at adjacent intersections of the highway and three city streets was necessary in order to properly protect the public. This work was performed by Southern Pacific Transportation Company crews and added approximately \$10,200 to the cost of the project. These costs are 75 percent reimbursable from the Grade Crossing Protection Account of the State of Oregon.

At the request of the City of Corvallis, the contractor was utilized to assist in construction of a new crossing at Walnut Boulevard, and to modify the access road easterly of the railroad. This work also removed an existing railroad crossing and eliminated an access to the highway. The cost of these items is estimated at \$11,150 and is recoverable from the City of Corvallis.

Additional culvert pipe was required to provide drainage under the Walnut Boulevard extension. This work was omitted from the plans but was required in order to properly handle conditions encountered in the field. It added nearly \$4,500 to the cost of the project.

Six additional minor modifications were found to be needed in order to make the project complete and functional. This consisted of adding a short section of walkway to correct a hazardous condition, adding a tether cable to control programmed signal heads, changing a mast arm to correct conflict with power lines, adding a messenger cable to accommodate fire preemption equipment, installation of an additional pole and an additional run of wire to accommodate signal interconnection between controllers. These six items added \$10,404 to the cost of the project.

Oregon Transportation Commission
July 23, 1984
Page 2

Construction engineering costs in excess of the authorized amount were required in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase except \$18,800 is eligible for federal participation. That amount is recoverable from other sources.

I recommend that the authorization be increased by \$40,700 to a new total of \$457,329.56. This matter will be on the consent calendar for the July 31 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. O. Christensen
George Bell



STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July 19, 1984

FROM: *O. B. Jackmond*
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Conifer Blvd.-Circle Blvd. (Corvallis) Section
Pacific West Highway, Linn County
Contract No. 9661

This federal aid grading, paving and signal installation project was recently completed and it now appears that the final cost will exceed the project authorization by \$40,700.00 or 9.8 percent.

Modification of the existing traffic signal preemption system at adjacent intersections of the highway and three City streets was necessary in order to properly protect the public. This work was performed by Southern Pacific Transportation Company crews and added approximately \$10,200 to the cost of the project. These costs are 75 percent reimbursable from the Grade Crossing Protection Account of the State of Oregon.

At the request of the City of Corvallis, the contractor was utilized to assist in construction of a new crossing at Walnut Blvd., and to modify the access road easterly of the railroad. This work also removed an existing railroad crossing and eliminated an access to the highway. The cost of these items is estimated at \$11,150 and is recoverable from the City of Corvallis.

Additional culvert pipe was required to provide drainage under the Walnut Blvd. extension. This work was omitted from the plans but was required in order to properly handle conditions encountered in the field. It added nearly \$4,500 to the cost of the project.

Six additional minor modifications were found to be needed in order to make the project complete and functional. These consisted of adding a short section of walkway to correct a hazardous condition, adding a tether cable to control programmed signal heads, changing a mast arm to correct conflict with power lines, adding a messenger cable to accommodate fire preemption equipment, installation of an additional pole and installation of an additional run of wire to accommodate signal interconnection between controllers. These six items added \$10,404 to the cost of the project.

Construction engineering costs in excess of the authorized amount were required in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase except \$18,800 is eligible for federal participation. That amount is recoverable from other sources.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. O. Christensen
A. D. Vohland
B. M. Walton
W. F. Cobine

9661

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State
MONTHLY TRANSACTION NUMBER		Oregon
PROJECT REPORT NUMBER		County Benton
MODIFICATION NUMBER 1		Project Number F 9-1(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 416,628.00	\$ 416,628.00
Federal funds	\$ 88,150.00	\$ 66,302.44
Other revisions		

This modification is made for the following reasons: to agree with State/City agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the _____ day of _____, 19 _____.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____

Manager, Program Section

(Title)

By _____

(Division Administrator)

For: Dale E. Wilken

~~XX~~ For: H.S. Coulter, P.E.

State Highway Engineer

(Title)

By _____

(Title)

Oregon State Highway Division
Salem, OR December 22, 1983

BENTON

Federal-Aid Project No. F-9-1(6)

Conifer Blvd.-Circle Blvd. (Corvallis)
Pacific West Highway
Benton County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. 89+00 to Sta. 111+00)

Total same as previous estimate of July 28, 1983 \$ 263,330.00

Type Code Y031
Traffic Signal (2 Locations)

Total same as previous estimate of July 28, 1983 \$ 153,298.00

Length of Roadway 0.00 mi.

SUMMARY OF FUNDS (88.15%)

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>City Funds</u>
Roadway	\$ 263,330.00	\$ 66,302.44*	\$ 8,913.03*	\$ 188,114.53
Signals	153,298.00	---	---	153,298.00
Total	\$ 416,628.00	\$ 66,302.44	\$ 8,913.03	\$ 341,412.53

Note: Limited to \$100,000 Fixed Amount on Preliminary Engineering & Construction
Revised as per State/City Agreement.

Group 1 100%
Contract No.
Prefix: 2-1968
Prefix: 2-1009

August 10, 1983

Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

CON 5
#9661

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9661 for work on the Conifer Boulevard-Circle Boulevard (Corvallis) Section of the Pacific Highway West in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Cornsen
COMMISSION SERVICES

dc
Encl.

cc: Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
Robert Church
C. O. Fredrickson (contract signature
Ken Karnosh pages attached)
L. E. George
Jan Peterson

WILDISH CORVALLIS CONSTRUCTION CO.

P. O. BOX 987
CORVALLIS, OREGON 97339
(503) 754-7700

REPLY TO: P. O. BOX 7428
Eugene, OR 97401
485-1700

June 21, 1983

Mr. Robert Gormsen
Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Subject: Pacific West Highway, Corvallis #9661

Dear Mr. Gormsen:

Upon award of subject project, Wildish will subcontract to Arrow Brothers Corp. the following work:

<u>Item No.</u>	<u>Description</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Total</u>
19	Guardrail Type 2A	300	\$ 13.00	\$3,900.00
20	Guardrail Anchor Type 1	4	350.00	1,400.00
21	Rail End Pcs. Type C	4	85.00	340.00
25	Delineators Type 2	24	19.00	456.00
26	Delineators Type 3	12	21.00	252.00
1	Mobilization	L.S.	250.00	250.00
				<u>\$6,598.00</u>

In addition, Wildish will subcontract to Clarke Electric, Inc., item number 28 through 32. They will purchase the following items from Three M Environmental Supply Co., Inc.:

<u>Item No.</u>	<u>Description</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Total</u>
28	Traffic signal	All	Lump Sum	\$7,500.00
29	Traffic Signal	All	Lump Sum	\$7,500.00
				<u>\$15,000.00</u>

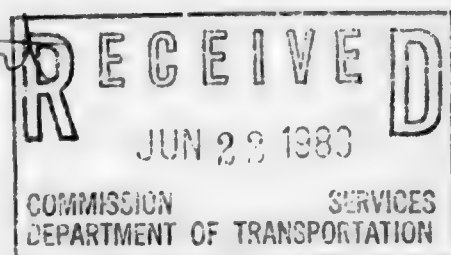
Further proof will be provided as the job progresses. If you have any questions, please feel free to call this office.

Very truly yours,

WILDISH CORVALLIS CONSTRUCTION CO.

Mark Stuckart

Mark Stuckart
Estimator



MAS:src

CORPORATE HEADQUARTERS OFFICE: 3600 COUNTY FARM ROAD, EUGENE, OREGON
AN EQUAL OPPORTUNITY EMPLOYER

ca Ray Turner

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	State Oregon County Benton Project No. F-9-1(6)		
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.				
PROJECT TERMINI Conifer Blvd.-Circle Blvd. (Corvallis)				
PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)		
HIGHWAY PLANNING AND RESEARCH (HP & R)				
PRELIMINARY ENGINEERING				
RIGHTS-OF-WAY				
CONSTRUCTION	5-25-83	0.00		
OTHER (Specify)				
FUNDS PRO RATA 88.15%				
ESTIMATED TOTAL COST OF PROJECT \$ 100,000.00	FEDERAL FUNDS \$ 88,150.00			
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.				
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> OREGON STATE HIGHWAY DIVISION <i>(Official name of Highway Agency)</i> By _____ Manager, Program Section <i>(Title)</i> For: H.S. Coulter, P.E. State Highway Engineer <i>(Title)</i> By _____ <i>(Title)</i> </td> <td style="width: 50%; vertical-align: top;"> U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By _____ <i>(Division Administrator)</i> For: Dale E. Wilken Date executed by Division Administrator _____ </td> </tr> </table>			OREGON STATE HIGHWAY DIVISION <i>(Official name of Highway Agency)</i> By _____ Manager, Program Section <i>(Title)</i> For: H.S. Coulter, P.E. State Highway Engineer <i>(Title)</i> By _____ <i>(Title)</i>	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By _____ <i>(Division Administrator)</i> For: Dale E. Wilken Date executed by Division Administrator _____
OREGON STATE HIGHWAY DIVISION <i>(Official name of Highway Agency)</i> By _____ Manager, Program Section <i>(Title)</i> For: H.S. Coulter, P.E. State Highway Engineer <i>(Title)</i> By _____ <i>(Title)</i>	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By _____ <i>(Division Administrator)</i> For: Dale E. Wilken Date executed by Division Administrator _____			

Oregon State Highway Division
Salem, Oregon July 28, 1983

Federal-Aid Project No. F-9-1(6)

Conifer Blvd.-Circle Blvd. (Corvallis)
Pacific West Highway
Benton County

PROJECT AGREEMENT ESTIMATE

Type Code Y008

Roadway (Sta. 89+00 to Sta. 111+00)

Mobilization	All Required		\$ 34,720.00
Temporary Protection and Direction of Traffic	All Required		500.00
Temporary Signs	158 Sq. Ft.	15.00	2,370.00
Temporary Barricades	6 Each	45.00	270.00
Temporary Plastic Safety Markers	20 Each	25.00	500.00
Flagmen	300 Hour	10.00	3,000.00
Clearing and Grubbing	All Required		2,000.00
Removal of Structures and Obstructions	All Required		300.00
Embankment in Place	1,910 Cu. Yd.	3.50	6,685.00
Trench Excavation	87 Cu. Yd.	12.00	1,044.00
Finishing Roadbed and Slopes	All Required		2,800.00
Treated Base	3,000 Ton	11.50	34,500.00
Aggregate Shoulders	550 Ton	6.75	3,712.50
Class "B" or Class "C" Asphalt Concrete	4,000 Ton	25.60	102,400.00
Asphalt in Tack Coat	5 Ton	250.00	1,250.00
Concrete in Box Culvert Extension	26 Cu. Yd.	350.00	9,100.00
Reinforcement in Box Culvert Extension	3,200 Lb.	0.50	1,600.00
36-inch Culvert Pipe	18 Lin. Ft.	50.00	900.00
Guard Rail, Type 2A	300 Lin. Ft.	13.00	3,900.00
Guard Rail Anchors, Type 1	4 Each	350.00	1,400.00
Rail End Pieces, Type C	4 Each	85.00	340.00
Concrete Walks	70 Sq. Yd.	13.00	910.00
Concrete Curbs	140 Lin. Ft.	10.00	1,400.00
Extra for Asphalt Approaches	6 Each	150.00	900.00
Delineators, Type 2	24 Each	19.00	456.00
Delineators, Type 3	12 Each	21.00	252.00
Roadside Seeding and Mulching	1 Acre	800.00	800.00
			\$ 218,009.50

Anticipated Items

Railroad Protective Costs	All Required	\$ 5,000.00
Permanent Pavement Striping	All Required	8,500.00
Bikeway Striping & Legend	All Required	500.00
		<u>\$ 14,000.00</u>
	Subtotal	\$ 232,009.50
	Engineering	31,320.50
	Total	<u>\$ 263,330.00</u>

Type Code Y031Traffic Signals (2 Locations)

Traffic Signal Installation, N.W. 9th St. at Walnut Blvd.	All Required	\$ 58,540.00
Traffic Signal Installation, Pacific Hwy. W. at Walnut and Conifer Blvds.	All Required	53,250.00
Fire Pre-emption System, N.W. 9th St. at Walnut Blvd.	All Required	5,000.00
Fire Pre-emption System, Pacific Hwy. W. at Walnut Blvd.	All Required	5,000.00
Fire Pre-emption System, Pacific Hwy. W. at Conifer Blvd.	All Required	6,000.00
		<u>\$ 127,790.00</u>

Anticipated Items

State Furnished Software	All Required	\$ 1,500.00
Signal Controller Testing & Turn-on	All Required	5,775.00
		<u>\$ 135,065.00</u>
	Subtotal	\$ 18,233.00
	Engineering	
	Total	<u>\$ 153,298.00</u>

Length of Roadway

0.00 mi.

Summary of Funds (88.15%)

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>City Funds</u>
Roadway	\$ 263,330.00	\$ 88,150.00*	\$ 11,850.00*	\$ 163,330.00
Signals	<u>153,298.00</u>	<u>----</u>	<u>----</u>	<u>153,298.00</u>
Total	\$ 416,628.00	\$ 88,150.00	\$ 11,850.00	\$ 316,628.00

*Note: Limited to \$100,000 Fixed Amount.

Group 1 100%
Contract No.
Prefix: 2-1968
Prefix: 2-10

June 22, 1983

A. Gordon Wyatt
Principal Engineer
City of Corvallis
501 SW Madison Avenue
P.O. Box 1083
Corvallis, OR 97330

Dear Gordon:

On June 16, 1983 we received a satisfactory bid from Wildish
Corvallis Construction Co., P.O. Box 7428, Eugene, Oregon 97401,
for the Conifer Blvd. - Circle Blvd. Section of Pacific Highway
West in Corvallis.

As described in our Agreement No. 7228, we anticipate the
financial sharing of the project costs will be:

Contractor's bid		\$ 345,799.50
Anticipated Additional Items:		
Railroad Protective Costs	\$ 5,000.00	
Permanent Pavement Striping	8,500.00	
State Furnished Traffic		
Controller Programs	1,500.00	
Signal Controller Testing		
& Turn-On	5,775.00	
Bikeway Striping & Legend	<u>500.00</u>	\$ <u>21,275.00</u>
Subtotal		\$ 367,074.50
Contingencies (4-1/2%)		16,518.35
Engineering (9%)		<u>33,036.71</u>
Estimated Construction Cost		\$ 416,629.56
Estimated Prelim. Engineering Cost		<u>24,600.00</u>
Estimated Total Project Cost		\$ 441,229.56
Less: Agreed State and Federal Funds		<u>(100,000.00)</u>
City Share		\$ 341,229.56
CITY ADVANCE DEPOSIT		\$ 341,200.00

We will award the contract when we receive your advance deposit in the amount of \$341,200, which should arrive not later than July 8, 1983. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

bcc: W/AD#83-42: Phil Stearns, Region 2
Vern Skoog--please return completed
AD#83-42 when advance
deposit is received.

GAP:blm

Section Coniter Blvd. - Circle Blvd. (Corvallis) Programming Estimate \$
Highway Pacific V'st Project Length 0.42 mi.
County 9661 Benton Completion Time 200 CD
Kind of Work Grading, Paving, Signals Est. Comp. Date Feb. 2, '84
Prefix 2-1968 Letting Date June 16, '83 Project No. F-9-1(6)

Gp. 8 ~ 7 1/2 % Trfc. Sigs. ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount \$ 387,683⁰⁰

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	<u>5,000</u>
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	<u>8,500</u>
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished <u>Traffic Control Programs</u>	<u>1,500</u>
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees (\$0.80 x <u> </u> hrs.)	
State Responsibility for Damages	
Signal Controller Testing <u>\$ Turn-On</u>	<u>5,775</u>
"OPTICOM" Testing	
Bikeway Signs	
✓ Bikeway Striping & Legend	<u>500</u>
Adjust Utilities:	

\$ 21,275⁰⁰

Subtotal \$ 408,958⁰⁰

Contingencies (4-1/2%) 18,403¹¹

Engineering (8, (9), 10%) 36,806²²

Subtotal \$

Credit for

Estimated Net Authorization, Construction \$

464,167³³
(88,000)
(12,000)

APPROVED

Road Design Engineer

To Skarns
5-17-83

Rev. 11/81

*364,167



SUMMARY-BID SCHEDULE--0001

OREGON STATE

HIGHWAY DIVISION



Section		Conifer Blvd. - Circle Blvd. (Corvallis)			Col	BENTON		Sheet	1 of 3	
Kind of Work		Grading, Paving, Signals			Length	0.42 mi.		Date	5-6-'83	
								Name	Bricher	
No.	Item	Code	Unit	Quant.	Unit Cost	Total				
1	Mobilization		All	All	-	13,000-				
2	Temporary Protection and Direction of Traffic		All	All	-	2,400-				
3	Temporary Signs		Sq. Ft.	158	6-	948-				
4	Temporary Barricades		Each	6	90-	540-				
5	Temporary Plastic Safety Markers		Each	20	80-	1,600-				
6	Flagmen		Hour	300	10-	3,000-				
<u>ROADWORK</u>										
7	Clearing and Grubbing		All	All	-	1,500-				
8	Removal of Structures and Obstructions		All	All	-	4,000-				
9	Embankment in Place		Cu. Yd.	1,910	3-	5,730-				
10	Trench Excavation		Cu. Yd.	87	8-	696-				
11	Finishing Roadbed and Slopes		All	All	-	5,000-				
12	Treated Base		Ton	3,000	9 ⁵⁰	28,500-				
13	Aggregate Shoulders		Ton	550	6 ⁵⁰	3,575-				
14	Class "B" or Class "C" Asphalt Concrete		Ton	4,000	28 ⁵⁰	114,000-				
15	Asphalt in Tack Coat		Ton	5	200-	1,000-				
16	Concrete in Box Culvert Extension		Cu. Yd.	26	350-	9,100-				
17	Reinforcement in Box Culvert Extension		Lb.	3,200	0 ⁵⁰	1,600-				

[illegible]



OREGON STATE

HIGHWAY DIVISION

Location *Conifer Blvd. - Circel Blvd. (Corvallis)* County *JENTON* Sheet *3* of *3*

Kind of Work *Grading, Paving and Signals* Length *0.42 mi.* Date *2-3-83* Name *Bricher*

Item	Code	Unit	Quant.	Unit Cost	Total
<u>TRAFFIC SIGNALS</u>					
<i>Traffic Signal Installation,</i>					
<i>N.W. 9th St. at Walnut Blvd.</i>		<i>All</i>	<i>All</i>	<i>-</i>	<i>61,050-</i>
<i>Traffic Signal Installation,</i>					
<i>Pacific Hwy. W. at Walnut</i>					
<i>and Conifer Blvds.</i>		<i>All</i>	<i>All</i>	<i>-</i>	<i>108,700-</i>
<i>Fire Pre-emption System,</i>					
<i>N.W. 9th St. at Walnut Blvd.</i>		<i>All</i>	<i>All</i>	<i>-</i>	<i>3,650-</i>
<i>Fire Pre-emption System,</i>					
<i>Pacific Hwy. W. at Walnut Blvd.</i>		<i>All</i>	<i>All</i>	<i>-</i>	<i>3,650-</i>
<i>Fire Pre-emption System,</i>					
<i>Pacific Hwy. W. at Conifer Blvd.</i>		<i>All</i>	<i>All</i>	<i>-</i>	<i>4,150-</i>
				<i>Ttfc. Sig.</i>	<i>181,200-</i>
				<i>Sub T.</i>	



STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

FROM: *H. S. Coulter*
H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 16, 1983 Bid Letting

DATE: June 8, 1983

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 16, 1983 on the following projects:

1. Davenport Road-Powder River
Chandler Lane, Baker County
Paving

Eleven-foot lanes with 5-foot aggregate shoulders. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Conifer Boulevard-Circle Boulevard (Corvallis)
Pacific Highway West, Benton County
Grading, Paving and Signals

Twelve-foot lanes with left-turn median lane and 6-foot shoulder bikeways. Pedestrian signals will be installed at major intersections on this project.

3. Retz Creek Slide
Oregon Coast Highway, Curry County
Grading and Paving.

Slide correction. Eleven-foot lanes with 4-foot shoulders. Eleven-foot climbing lane as required. Shoulders on this section will be designated as Narrow Bike Lanes. Additional width is not available due to the instability of the embankment in this area.

4. Round Butte Rock Production
West of Madras, Jefferson County
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting
Page 2

5. Warner Rock Production
Warner Highway, Lake County
Aggregate Crushing

Same as No. 4.

6. West 1st Avenue-S.P.T.C. X'ing (Eugene)
Van Buren Street, Lane County
Traffic Signals

Pedestrian signals will be installed on this project.

7. Zoo Exit-Vista Ridge Tunnel
Sunset Highway, Multnomah County
Paving

Bikeway project. A westbound shoulder bike lane of six-foot normal, 4-foot minimum, will be constructed.

8. S.E. 97th Avenue-S.E. 162nd Avenue
Mt. Hood Highway, Multnomah County
Paving and Signals

Bikeway project. Bicycle lanes, normal 7-1/2 feet wide, will be constructed on this project. Additional signals to accommodate bicycles and pedestrians will be installed.

9. L.R.T. O'xing of U.P.R.R. (Holladay Street)
Columbia River Highway, Multnomah County
Structure

Same as No. 4.

10. Eagle Creek-Mitchell Point
Columbia River Highway
Multnomah and Hood River Counties
Paving

Interstate Highway overlay. Ten-foot shoulders provided for bicycle and pedestrian use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting
Page 3

11. Forest Grove-Hillsboro
Tualatin Valley Highway, Washington County
Paving

Bikeway project. Six-foot shoulder bicycle lanes will be constructed on this project.

12. Allen Boulevard Interchange
Beaverton-Tigard Highway, Washington County
Landscaping

Same as No. 4.

RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

June 1, 1983

City of Corvallis
City Hall
Corvallis, OR 97330

AGR

Attention: Gregg Scott
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7728

Gentlemen or Ladies:

Attached for your records is a fully executed copy
of an agreement for improvements to the Conifer Boulevard-
Circle Boulevard Section of the Pacific Highway West.

We have retained a fully executed copy of this agree-
ment for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

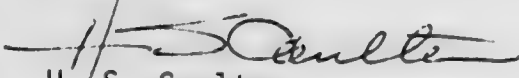


STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ACC

TO: MEMO

DATE: May 26, 1982

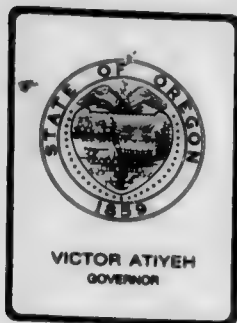
FROM: 
H. S. Coulter
State Highway Engineer

SUBJECT: Consent Calendar No. 4, May 20 Commission Meeting
Conifer Blvd.-Circle Blvd. Section
Pacific Highway West, Benton County

There is a correction on this item. The funding of the \$282,000 project will be cooperative with the City of Corvallis. The State will participate 50-50 in the cost up to \$100,000. The City will be responsible for all costs above this. The State share of up to \$100,000 will be funded with Federal-Aid Primary funds.

HSC:ia

cc Fred D. Miller
R. W. Gormsen
R. N. Bothman
W. E. Schwartz
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Frank Terpin
C. O. Fredrickson
V. E. Skoog
George Bell



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 5, 1982

ACC

TO: OREGON TRANSPORTATION COMMISSION

FROM: *H.S. Coulter*
H.S. Coulter, P.E.
State Highway Engineer

SUBJECT: Finance Approval
Widening Project

On the consent calendar for the May 20 meeting will be a request to add a widening project to our construction program.

The proposed project is on the Pacific Highway West in the City of Corvallis between Conifer Boulevard and Circle Boulevard.

Funding of the \$282,000 project would be cooperative with the City of Corvallis. The State share of \$50,000 would be funded with Federal-Aid Primary funds, including ~~\$6,000 State match~~. I recommend your approval and request authority to sign the necessary agreements for and on your behalf.

up to 100,000

K0:bkc

bc: Fred D. Miller
R.W. Gormsen
R.N. Bothman
W.E. Schwartz
E.S. Hunter
D.H. Moehring

J.H. Versteeg
Frank Terpin
C.O. Fredrickson
V.E. Skoog
George Bell



STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: H.S. Coulter, P.E.
State Highway Engineer

FROM: R.N. Bothman, Assistant State Highway
Engineer for Administration

SUBJECT: Conifer Blvd.-Circle Blvd. Section
Pacific Highway West
Benton County

DATE: May 5, 1982

Attached for your consideration is a Project Request for a widening project on Oregon 99W in the City of Corvallis.

When the existing FAUS Contract for improvement of Circle Boulevard (N.W. 9th St.-SP.R.R.) is completed, there will be a short segment of 2-lane highway between the channelized intersections at Conifer and Circle. A planned future extension of Walnut Avenue will add yet another channelized Intersection on this section. Widening this section will provide for a continuous uniform width and alignment through this one-half mile plus section.

The City of Corvallis has agreed to participate in the cost of the project with the State 50/50 up to \$100,000 and pay all costs above \$100,000. Region recommended that the State share be funded with State dollars. I recommend that if we add this project, we fund our share with Primary funds and State match.

I recommend your approval and, if you approve, have drafted a letter to the Commission for your use.

KO:bkc
Attachments

9/12/82



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 23, 1983

PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: PS&E Authorization Request

We request authorization, in accordance with FHPM 6-4-1-6 paragraph 7a, to advertise the following for bids to be received on June 16, 1983. PS&E documents have been submitted to the Division Office for (A) and in addition, we request authorization to proceed with actions necessary to advance the physical construction provided for by (B) in accordance with Oregon's approved Certification Acceptance Plan in the amounts shown.

(A)

FA Project No.

SECTION

IR-84-2(5)15
F-2-1(18)
F-9-1(6)

Sandy River-Mitchel Point Section
Retz Cr. Slide Section
Conifer Blvd.-Circle Blvd. (Corvallis)
Section

RRP-1355(1)
IX-79(9)

W. 1st Ave.-SPTC X'ing Eugene
Allen Blvd. Intchge.

(B)

RS-B516(2)

Davenport Rd.-Powder River Section
(Total \$325,254; FF \$286,711)

We request Federal-Aid participation be increased to 100% for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145 on the following:

IR-84-2(5)15

Sandy River-Mitchel Point Section

Federal Share

IR-84-2(5)15

<u>Regular</u>	<u>Increase</u>
\$5,224,414	\$440,751

Dale E. Wilken
May 23, 1983
Page 2

Compliance with FHPM 6-4-1-16 has been met concerning material or product selection; the plans conform to FHPM 6-7-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to non-segregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-2.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by as previously submitted utility-railroad status report.

We certify that the local governments involved with the Projects listed above have approved the projects as submitted in the PS&E documents.

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

We certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject project will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:bks
cc: Stephen Macnab
General Files



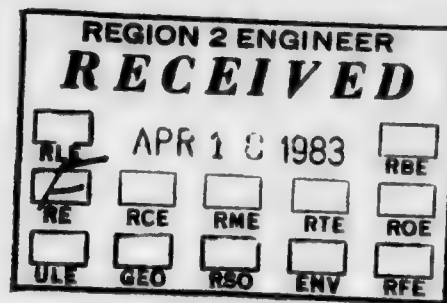
ENGINEERING DEPARTMENT

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
P.O. BOX 1083
CORVALLIS, OREGON 97339-1083

(503) 757-6941

April 15, 1983

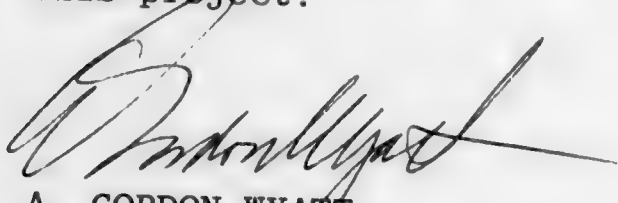
C. O. Fredrickson
Region Engineer
Oregon Highway Division
P. O. Box 14030
Salem, OR 97310



WALNUT BOULEVARD EXTENSION - N.W. NINTH STREET TO OREGON
99W (80-602)

The City of Corvallis has reached agreement with the Southern Pacific Railroad relating to the construction of an extension of Walnut Boulevard across their right-of-way and trackage for the Walnut Boulevard extension. The process of finalizing the written agreements is underway and as soon as they are received, they will be executed by the City.

The City requests that the Miscellaneous Agreements No. 7568 and 7728 be executed and that the state proceeds to schedule the work to contract. We should have the City/Railroad Agreements and the P.U.C. Order finalized within the next month and most certainly prior to the time that the bids are received. We will appreciate anything that can be done to expedite this project.


A. GORDON WYATT
PRINCIPAL ENGINEER

kk

cc: R. A. Engelbert, S.P.T.C.
Design and Construction Engineer

cc. Don Adams 4/18/83 - 5

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
APR 20 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____



ENGINEERING DEPARTMENT

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
P.O. BOX 1083
CORVALLIS, OREGON 97339-1083

(503) 757-6941

February 18, 1983

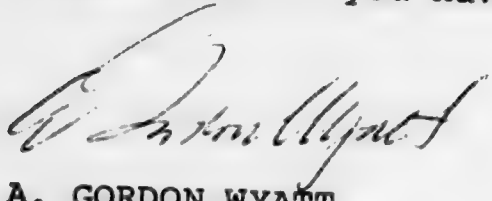
Phillip O. Stearns,
Region Federal Aid Specialist
Oregon Highway Division
P.O. Box 14030
Salem, OR 97310

CONIFER BOULEVARD, CIRCLE BOULEVARD (CORVALLIS) SECTION,
PACIFIC HIGHWAY WEST

Returned herewith is one set of approved preliminary drawings for the proposed improvement on Pacific Highway West between N.E. Conifer and N.E. Circle Boulevard in the City of Corvallis. We have identified a minor change on sheet 3 that should be incorporated into the plan.

I have also shaded the area on Walnut Boulevard east of the highway and where Walnut will extend across the Southern Pacific right-of-way that the City would like to have included in the State's project. If you agree to this request, we will need to coordinate the design requirements at an early date so that you can finalize your plans and specifications.

Please call if you have further questions in this regard.


A. GORDON WYATT
PRINCIPAL ENGINEER

jg

Enclosure

OREGON TRANSPORTATION DIVISION

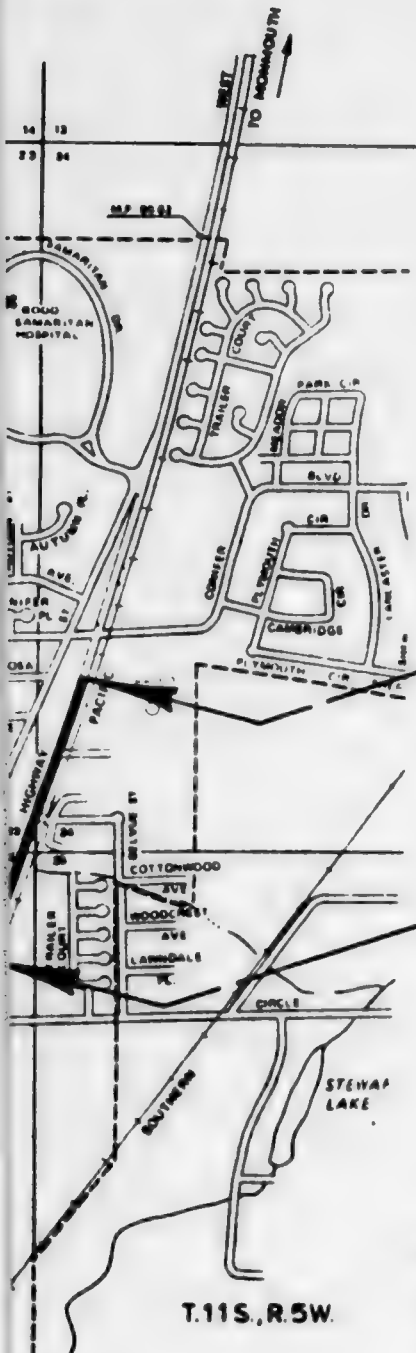
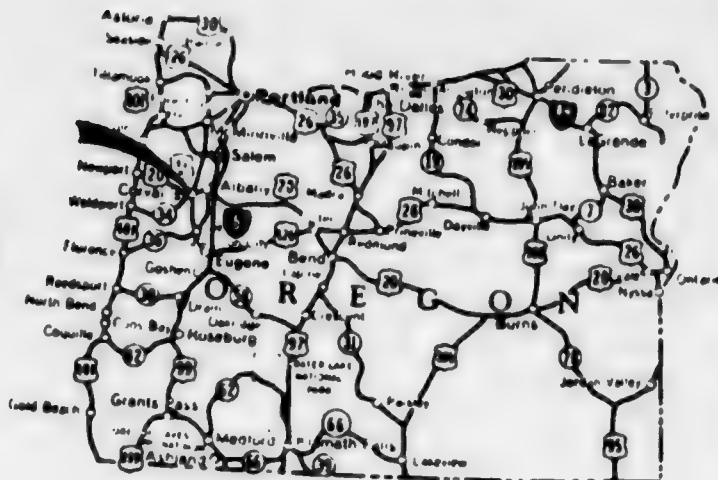
SED PROJECT

BLVD. (CORVALLIS) SEC. WAY WEST UNTY

S-6

COMFER BLVD. - CIRCLE BLVD. (CORVALLIS) SEC.				SHEET No.
PACIFIC HIGHWAY WEST				1
BENTON COUNTY				
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FA



BEGINNING OF PROJECT
Sta. 111+00

END OF PROJECT
Sta. 89+00

APPROVED
CITY OF CORVALLIS
BY MAYOR *Roller*
BY RECORDER
DATE 2/15/63



H. S. Coulter



E. S. Hunter

STATE HIGHWAY ENGINEER

ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION
Anthony Yturri
Tom Walsh
Peter J. Brix
Robert F. Dwyer
N. B. Giustina
Fred D. Miller

CHAIRMAN
VICE CHAIRMAN
COMMISSIONER
COMMISSIONER
COMMISSIONER
DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGINEER

Map
Feet
1600



ENGINEERING DEPARTMENT

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
P.O. BOX 1083
CORVALLIS, OREGON 97339-1083

(503) 757-6941

February 9, 1983

Phillip O. Stearns,
Regional Federal Aid Specialist
Oregon Highway Division
P.O. Box 14030
Salem, OR 97310

REGION 2 ENGINEER				
RECEIVED				
☐ RLE	FEB 10 1983			☐ RGE
☐ RE	☐ RCE	☐ RME	☐ RTE	☐ ROE
☐ ULE	☐ GEO	☐ RSO	☐ ENV	☐ RFE

WALNUT BOULEVARD/ORE 99W, PROJECT NO. 80-602

Forwarded herewith are three signed copies each of Misc. Contracts and Agreements Nos. 7568 and 7728.

As soon as we have copies of the City/Railroad Lease Agreement, I will forward a copy to you as approval for closing the existing private drive and crossing. Present discussions with the railroad indicate that we should have no problem securing the appropriate authority. I am sure that Southern Pacific will notify the property owner of the impending closure of the private crossing. Additionally, we will notify the properties of the plan to provide a public access to the property and closure of the private access.

Agreement No. 7228, Section 1 of the City's Obligations (Page 3), states that the City will need to advance funds to the State for 100 percent of the difference between the total cost of work under this Agreement and the State's participation (\$100,000). Please provide this office with the amount that we will need to advance and a copy of the estimate by which this advance is determined.

A preliminary layout of the ORE 99W-Walnut Boulevard intersection shows the limited work area between the OSHD limits and the east railroad right-of-way one mile. We request that this work be included with the State's work. It will be entirely at the City's cost. Work can be better coordinated and it will avoid a conflict of working across each other's project. The details can be coordinated appropriately if you approve this request.

A. GORDON WYATT
PRINCIPAL ENGINEER

jg

Enclosures



ENGINEERING DEPARTMENT

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
P.O. BOX 1083
CORVALLIS, OREGON 97339-1083

(503) 757-6941

December 30, 1982

C. O. Fredrickson, Region Engineer
Oregon Highway Division
P.O. Box 14030
Salem, OR 97310

REGION 2 ENGINEER				
RECEIVED				
☒ RLE	JAN 04 1983			☐ RBE
☒ RE	☐ RCE	☐ RME	☐ RTE	☐ ROE
☐ ULE	☐ GEO	☐ RSO	☐ ENV	☐ RFE

WALNUT BOULEVARD EXTENSION TO ORE 99W (PROJECT NO. 80-602)

The purpose of this letter is to request a modification to the City's original proposal for extending Walnut Boulevard easterly from N.W. Ninth Street to and beyond a new intersection with the Pacific Highway West, ORE 99W.

The City's original proposal provided for an extension of a public street access on the proposed Walnut Boulevard alignment across the Southern Pacific Transportation Company's (SPTC) railroad right-of-way and into the R. C. Wilson property. This extension would provide public access for R. C. Wilson and for the Corvallis Disposal Company (Robert Bunn) and would result in the closure and removal of the existing private road approach and railroad crossing. Additionally, at that time we felt that we would be able to negotiate a reasonable public access to serve the Mario Pastega property (Pepsi Cola Bottling Company and KFLY Radio) that lies to the north of the Wilson property and therefore, our original proposal also included the closure of the Pastega private access.

We have made a considerable effort to try to negotiate the acquisition of a public easement or right-of-way to serve the Pastega property. It now appears that the only way such an access can be obtained is by the condemnation process. This is what Mr. Wilson has indicated that he wants us to do and this would result in the City actually causing a partitioning or subdividing of his land and paying significant amounts for the rights-of-way, all of which would result in significant increased value for his property. We have every reason to believe that Mr. Wilson will want and request a partitioning of his land and the extension of Walnut across his property within the next year or two. Such a request would result in his providing the public rights-of-way as a part of his partitioning request.

The City's approved Capital Improvements Program (CIP) provides for the construction of the complete ORE 99W to N.E. Circle Boulevard section of Walnut Boulevard by 1988 (see enclosed CIP project sheet).

C. O. Fredrickson
December 30, 1982
Page 2

You will note that this project also contemplates some construction in the 1983-84 fiscal year--this is for the section across the Wilson property.

The City's original request for the Walnut extension to ORE 99W proposed that ORE 99W be widened to provide the appropriate turning lanes for the Walnut-ORE 99W intersection and that the appropriate traffic signal systems be provided. Since that time it has been determined that it would be prudent and more appropriate to widen ORE 99W from N.E. Conifer Boulevard south to N.E. Circle Boulevard so that a continuous median lane and other appropriate right turn lanes be provided. Appropriate revisions were made in the recent widening of ORE 99W with the Circle Boulevard project to accommodate the further widening to the north. Based upon previous discussions it is our understanding that you have obtained permission from your Transportation Commission for participating in the further widening of ORE 99W between Conifer and Circle on the basis that the State would fund 50 percent of the costs for the improvements on ORE 99W up to a maximum of \$100,000.

Under this modified request the present plans call for constructing a full street and intersection for Walnut Boulevard to the easterly line of the Southern Pacific's railroad right-of-way (see enclosed plan). This Walnut Boulevard extension would then provide public access to the R. C. Wilson property and the present private access serving R. C. Wilson and the Corvallis Disposal Company would be closed. Access to the Pepsi Cola Bottling and KFLY Radio would continue, temporarily, via the easterly private access. We do not believe that the traffic to or from ORE 99W from this private access will adversely affect traffic operations or safety on ORE 99W until Walnut Boulevard is extended on to the east and whenever that easterly extension occurs we will then provide public access to the Pastega property and close that private access. The enclosed plan probably does not reflect your plans for the ORE 99W accurately but we did not have your latest plan available to modify this drawing. We would request that you include the construction of the Walnut street extension to the easterly railroad right-of-way line with your contract for the ORE 99W widening. This additional work would be locally funded. We have PUC applications in the process as well as having the agreements with SPTC pretty well worked out.

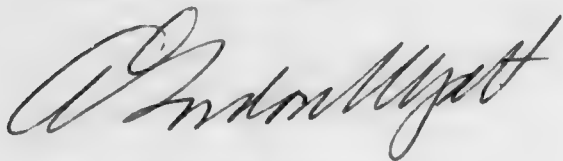
As indicated earlier, the City requests a modification to our earlier proposal and requests that the private access to the Pastega property be allowed to continue, for its present land uses, until Walnut Boulevard is extended to the east of ORE 99W and public access is provided to the Pastega property. We believe that this will occur within five years or less. The City and/or Mr. Pastega would be responsible for affecting the future closure of the present Pastega private access. We also request that this modification not affect your funding for the proposed improvements to ORE 99W.

If this proposed modification meets your approval, please prepare the appropriate agreements for the City to execute. If possible,

C. O. Fredrickson
December 30, 1982
Page 3

it would be desirable and the City's preference, to have both the highway improvement and the traffic signal system improvement included in the same agreement.

If you have any further questions in this regard please contact me, or in my absence, Gary Predoehl. As soon as your preliminary plans for the ORE 99W widening are available, please furnish us copies so that we can modify our plan to correctly show the corrections to your highway.



A. GORDON WYATT
PRINCIPAL ENGINEER

AGW/jg

Enclosures

cc: John Gunter
Design & Construction Engineer
Project Engineer Olson

A. Gordon Wyatt,
Principal Engineer
PROJECT MANAGER

Transportation
PROGRAM

N.E. Walnut Boulevard:
Oregon 99W to N.E. Circle

PROJECT TITLE

CAPITAL IMPROVEMENT
REQUEST SHEET

\$2,750,000
TOTAL COST

Street Construction
SUBPROGRAM

4-80-4-3601

PROJECT NUMBER

EXPENDITURES
PRIOR TO 1983

BEYOND
1988

5 YEAR
TOTAL

1987-88

1986-87

1985-86

1984-85

1983-84

EXPENDITURES
PRIOR TO 1983

COSTS

Land & R/W

Design & Engineering \$ 30,000

Construction

ier

TOTAL

FUNDING SOURCE

B-PT

SA-BBF

TOTAL

FISCAL IMPACT: Operating and maintenance costs for this section of Walnut Boulevard are estimated at approximately \$5,000 per year.

PROJECT DESCRIPTION: This project provides for the continued extension of Walnut Boulevard from Oregon 99W to N.E. Circle Boulevard. Rights-of-way acquisition, roadway construction, an overcrossing of SPTC Toledo Branch railroad, and Seavy Avenue, and traffic signals at the intersection with Circle Boulevard are included.

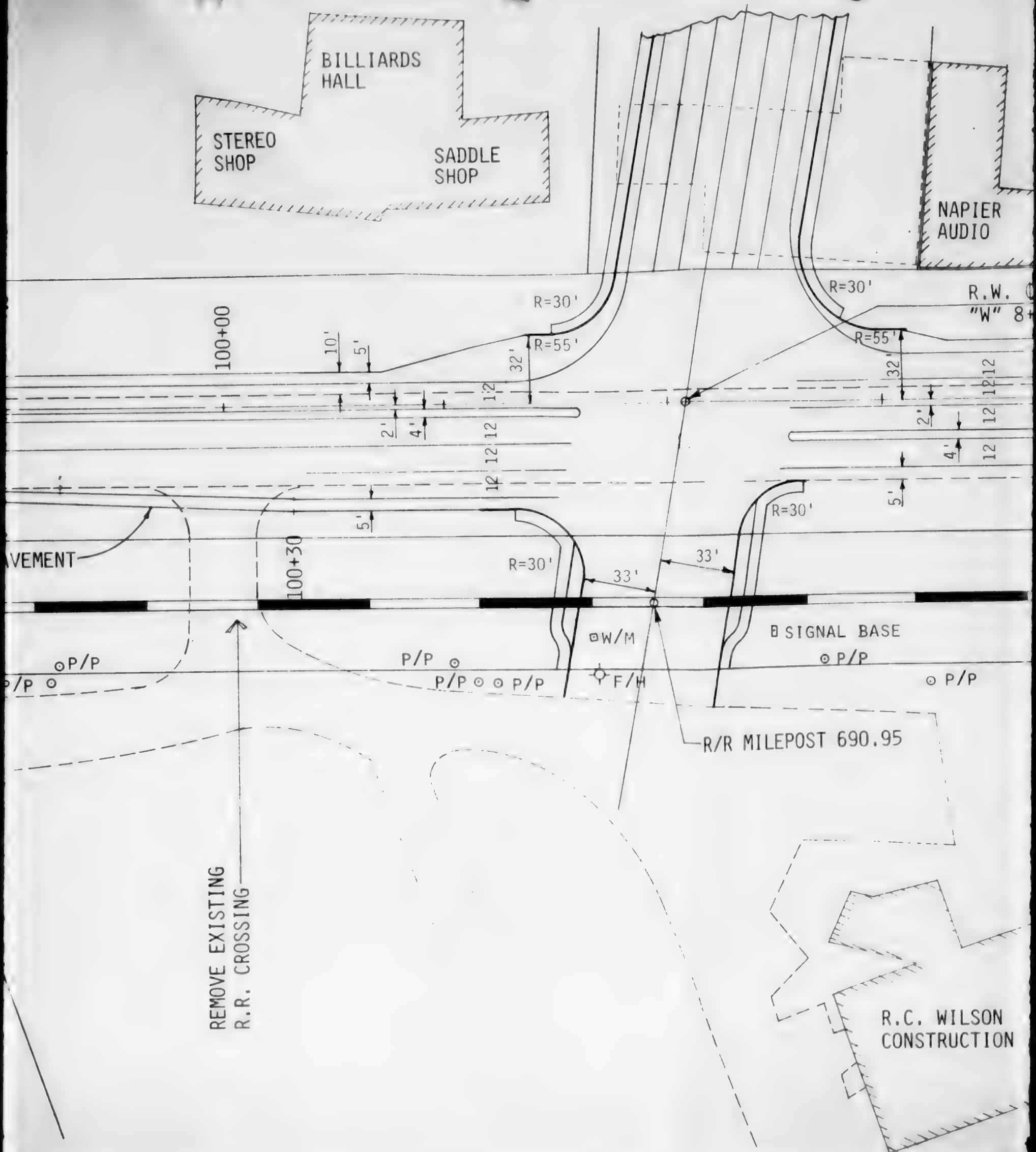
JUSTIFICATION: This project is needed to complete the Walnut Boulevard arterial route and to route major traffic movements around the northerly residential neighborhoods.

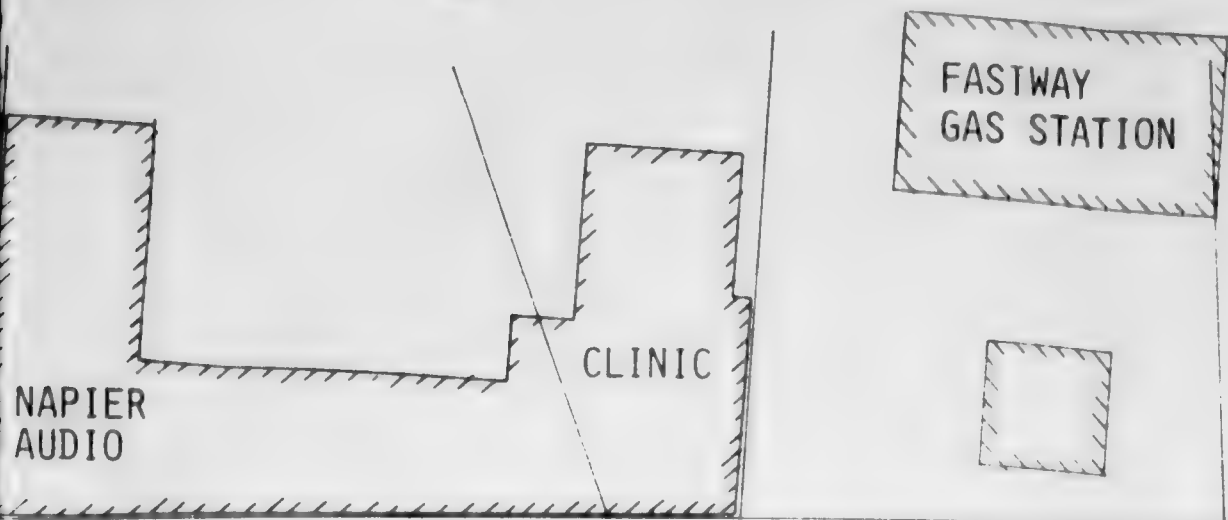
RELATION TO PLANS: This project is consistent with Comprehensive Plan Policies 10.1.1, 10.1.2, 10.2.1, 10.4.1, 10.4.2, and 10.5.1.

OTHER: This project will require special coordination with the Southern Pacific Transportation Company and the Oregon PUC for the railroad crossing.

MAP (When Applicable)







R.W. C CONST. 102+07.87 P.O.T.
"W" 8+70.52 P.O.T.

20:1 TAPPER

PROPOSED EDGE OF PAVEMENT
EXISTING EDGE OF PAVEMENT



12" CONC CULVERT

12" CONC. CULVERT

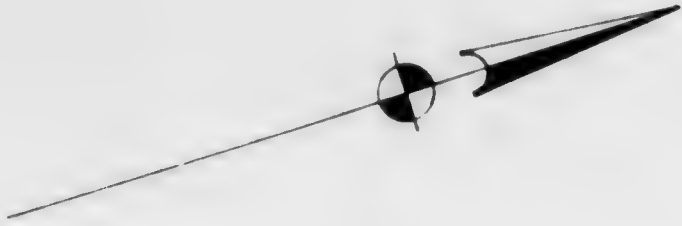
⊙ P/P

P/P

⊙ P/P

WILSON
RUCTION

PEPSI-COLA BOTTL



ED EDGE OF PAVEMENT
NG EDGE OF PAVEMENT

R.O.W. & CONSTRUCTION $\downarrow$

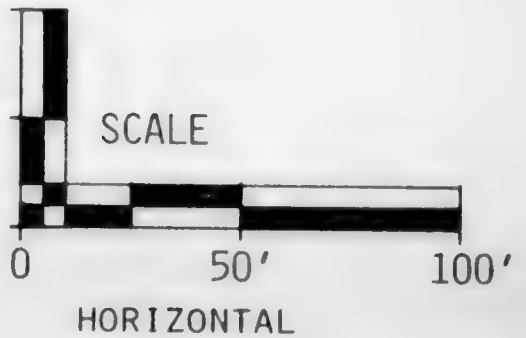
N $17^{\circ} 55' 30''$ E

6° R.C.

EXISTING STRIPPING $\rightarrow$

○ P/P

PEPSI-COLA BOTTLING CO.



~~1/2 12/20/82~~
~~1/4/83~~
~~1/10/83~~

December 9, 1982

DFS 16

Brent Forsberg
Waterway Coordination,
Department of Fish & Wildlife
506 SW Mill Street
Portland, Oregon 97201

Conifer Blvd.-Circle Blvd. (Corvallis) Section
Pacific Highway West
Benton County

Early next year we plan to contract the above highway improvement project. The work will include the extension of a box culvert on an unnamed intermittent stream. I do not know if it supports fish life. Quantities for the work are less than that required by the Division of State Lands for a removal/fill permit, so we are corresponding directly with you for comments.

Plan sheet 3 calls for the removal of the left end wing walls and apron and proposes an 18' extension of the double box culvert. New wing walls and an apron will complete the work.

We would be pleased to have you review this proposal soon and offer your comments for any controls we should impose for construction activities. Please call if you have any questions.

J.H. Versteeg
Road Design Engineer
By

Donald L. Trout
Final Project Coordinator

Enclosure
DLT:kg

1/10/83
Brent says they have
no special conditions of
concern for this work.
Don Trout
Copy Spec's
DLT



STATE OF OREGON

INTEROFFICE MEMO

*Mr. File
under
base design*

TO: Memo to the Files

DATE: November 8, 1982

FROM: *J. T. Scofield*
John T. Scofield
Surfacing Design Engineer

SUBJECT: Conifer Blvd. - Circle Blvd. (Corvallis) Section
Pacific Highway West

The surfacing design for this project calls for the use of Cement Treated Base under the widening along the west side of this section, and also along a short section on the east side. The choice of C.T.B. is based on initial costs and life cycle costs. The initial cost for the C.T.B. alternative is estimated to be about \$575 per station less than the aggregate base/geotextile alternate. This totals about \$12,000 cost for the project.

To justify the use of the more expensive alternate, added maintenance costs of \$12,000 or more would have to be identified, for the C.T.B. alternative.

We are currently investigating the problem of water appearing on the surface of A.C. pavements. We are looking at all types of projects, not just projects with C.T.B. adjacent to aggregate base material. At this time we have not been able to identify any maintenance on the pavements on projects with C.T.B. widening. We also have not found any more wet areas on projects with C.T.B. widening, than on projects over aggregate bases.

Most of the wet spots we have investigated have water in the A.C. pavements, but do not have excess moisture in the base material. This results from variations in the A.C. mix. Water enters the pavement in areas with high void content, and comes to the surface when it reaches an area with no voids.

Our investigation to this point has turned up only one place where water is coming up from below the A.C. pavement, and showing up as a wet spot, at a location that has cement treated material under the widened shoulder. This wet area is under the centerline joint. The existing base material, adjacent to the cement treated material does not have excess moisture. This situation shows that our aggregate base materials are essentially impervious and that water will not flow through them. At this location, if we would have used aggregate base for widening, the result would have been that we would have spent more money, and would still have a wet area.

4 *WEC 2*
5 *7E, 1*
BY FINAL DESIGN ENGINEER

*Use CTB as called for
in the base designs.*

Versteeg
Anderson
Adams
Owen
Sullivan
Wickert

RECEIVED

NOV 08 1982

ROAD DESIGN
SECTION

Do Not File

Return To

Bring Up

Action

Conifer Blvd.-Circle Blvd. Section
November 8, 1982
Page 2

We are continuing this investigation to determine if there is any factual evidence to support the premise that C.T.B. widening traps water in the base, and if there are any maintenance costs being incurred. As stated above, the information we have obtained to this point, indicates that most "wet spots" on our A.C. pavements are the result of A.C. mix variations, and there is no evidence of resulting maintenance.

We plan to continue to analyze each project to determine the most economical design. To spend an extra \$12,000 on this project, if we can't expect to save \$12,000 in future costs, would not be sound use of extremely scarce funds.

JTS:tb

cc: J. H. Versteeg
Don Adams
Frank Terpin
Carl Burner
Region 2
Project Manager

PRELIMINARY PLANS AND SPECIAL PROVISIONS

PROJECT Conifer Blvd.-Circle Blvd. (Corvallis) PLANS (X) SPECIAL PROVISIONS ()
 FROM FINAL DESIGN
 SENT TO Ken Karnosh 10-7-82 TO BE RETURNED TO REGION BY 11-17-82
 RESIDENT ENGINEER DATE DATE

RESIDENT ENGINEER COMMENTS:

RESIDENT ENGINEER

REGION OFFICE STAFF COMMENTS:

(ROUTE THROUGH THOSE WITH SAME NUMBER TO
 REGION CONSTRUCTION ENGINEER, USE SEPARATE
 SHEET IF NECESSARY.)

REGION LOCATION ENGINEER: (1)

REGION TRAFFIC ENGINEER: (2)

Versteeg	
Anderson	☒
Adams	☒
Olson	☒
Johnson	
Terpin	
Wetzel	

RECEIVED
 OCT 10 1982
 ROAD DESIGN SECTION

REGION BRIDGE ENGINEER: ()

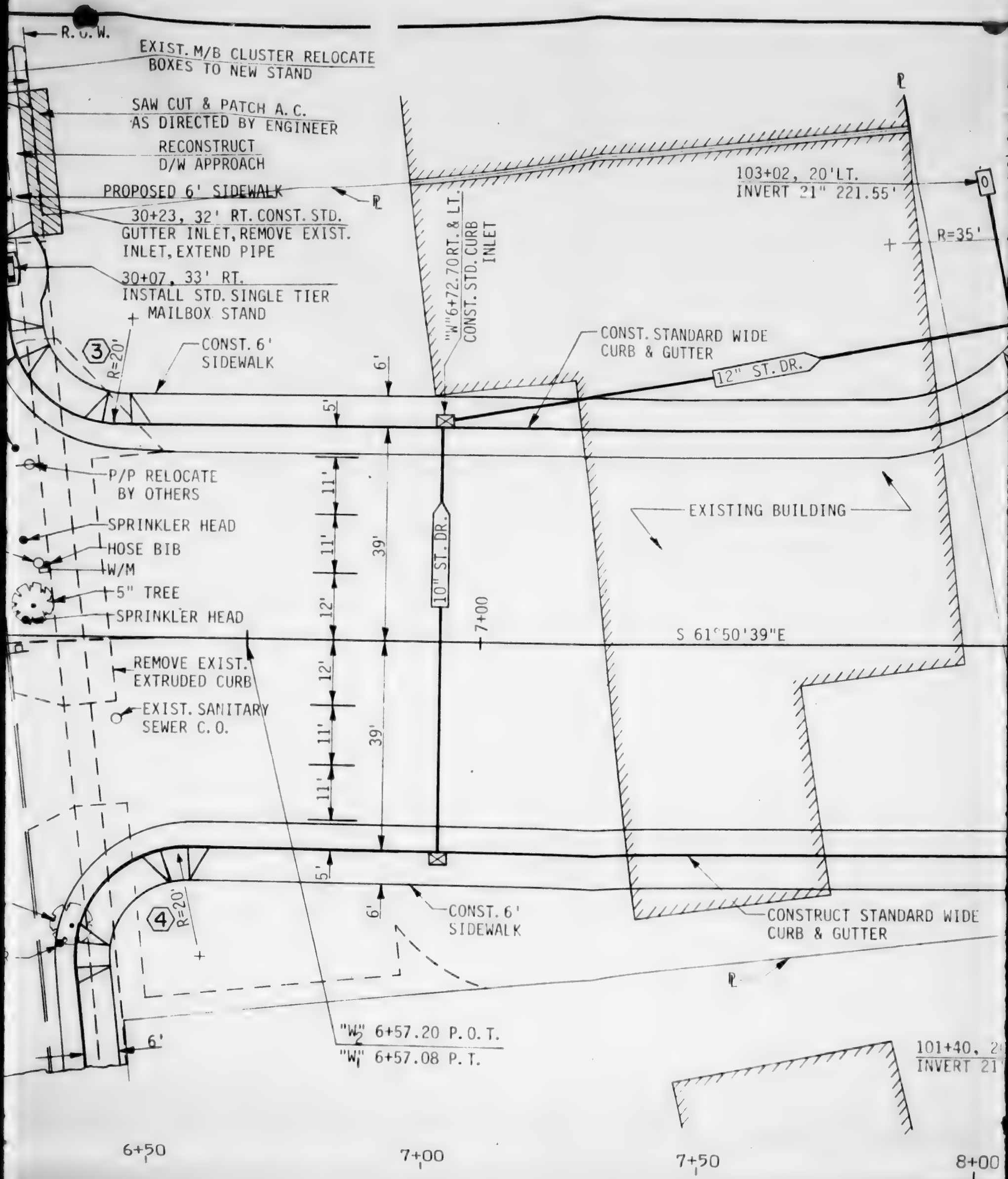
REGION 2 ENGINEER RECEIVED			
☐	☐	☐	☐
☒	☒	☒	☒
ULF	GEO	BSO	ENV

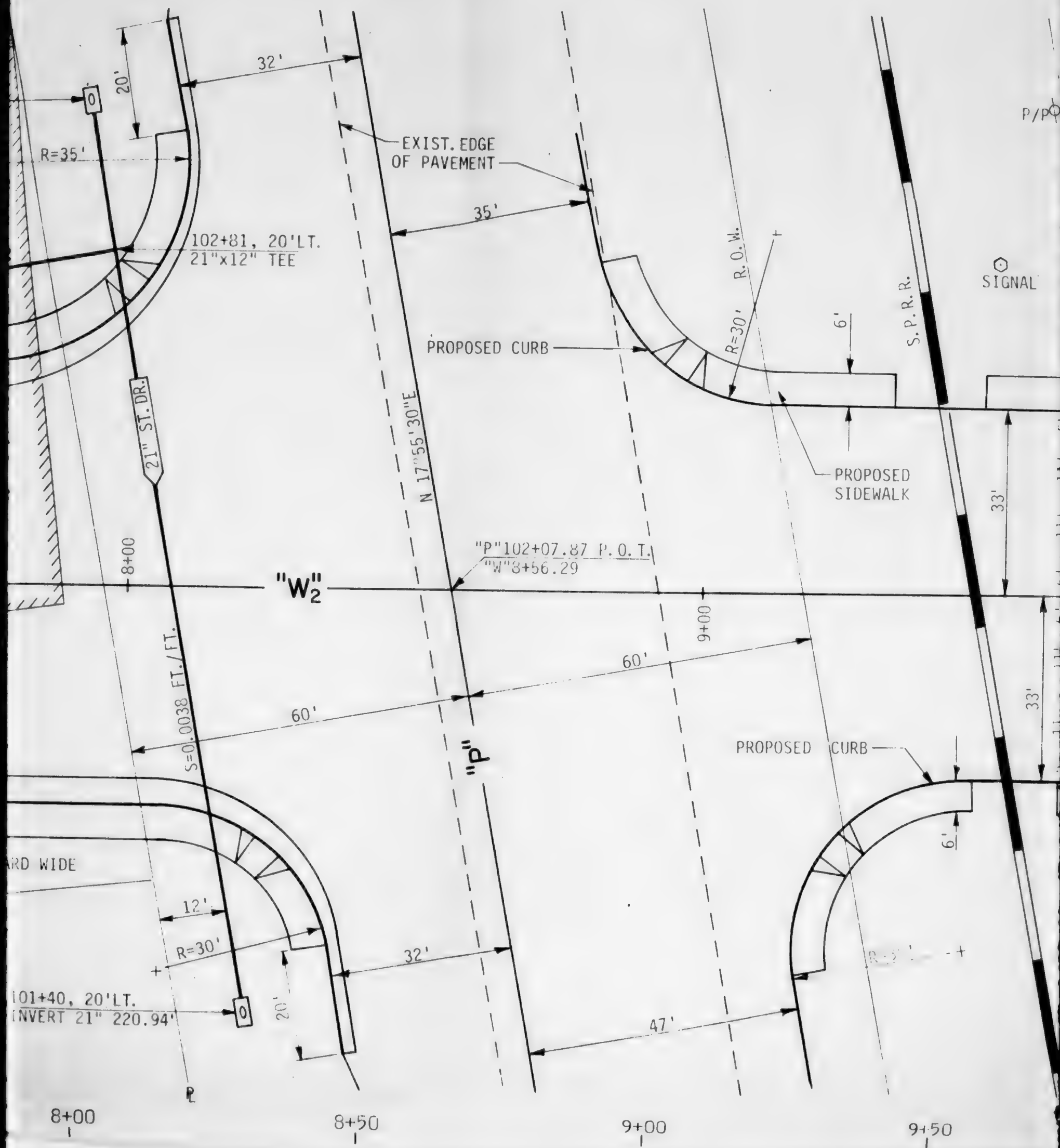
REGION FEDERAL AID ENGINEER: (3)

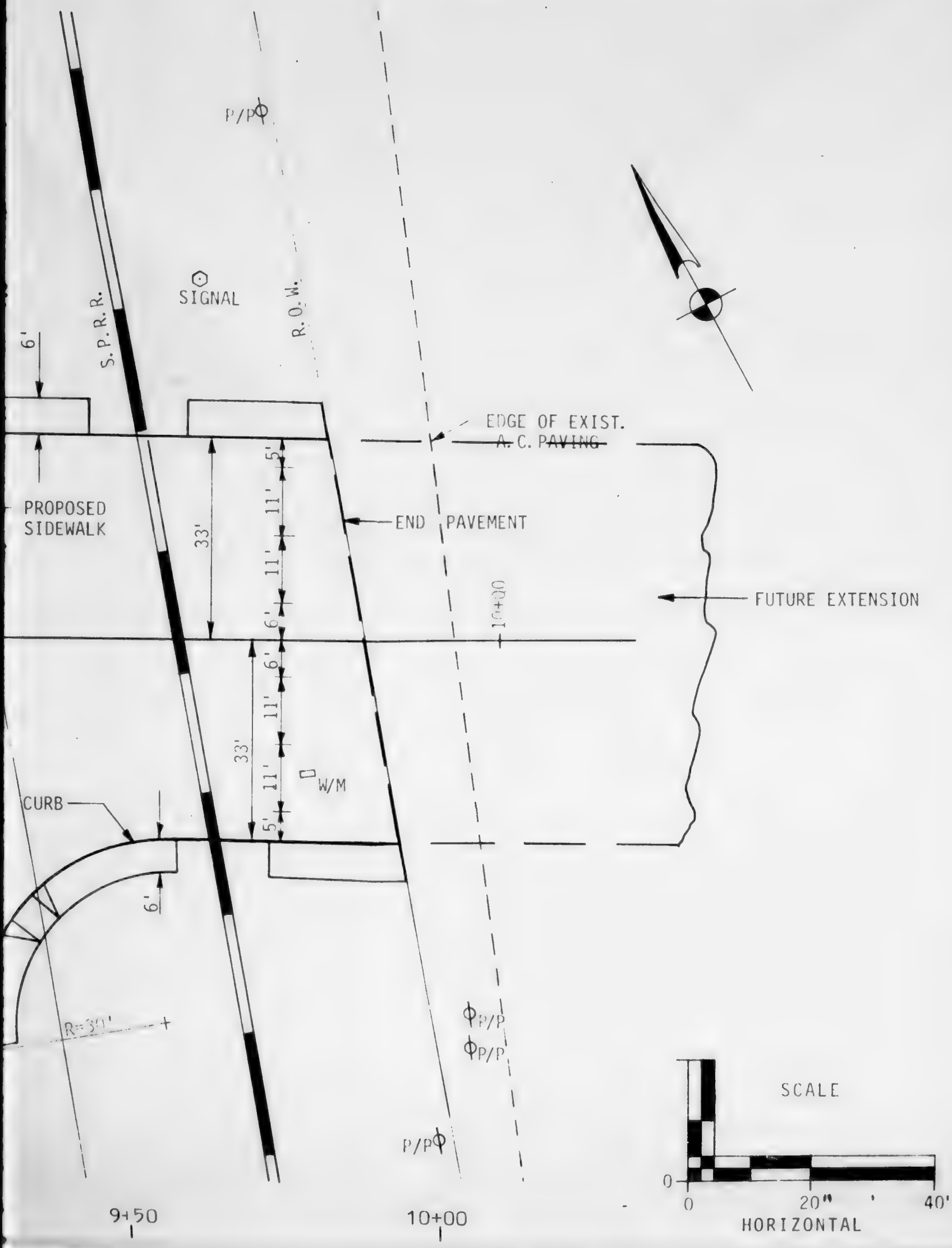
REGION GEOLOGIST: (4) Eliminate treated base in shoulder

REGION CONSTRUCTION ENGINEER:

cc Don Adams - Because of water coming up through
the pavement on projects where we used CTB we went
this project changed to aggregate base with filter fabric
in the center.







CITY OF CORVALLIS
ENGINEERING DIVISION
CORVALLIS, OREGON 97330

WALNUT BOULEVARD
OR. 99W TO NW 9TH ST.

PROJECT NO. 800-4-81-3-3602 (80-602)

DES. S. E. O.

DRN. H. F. M.

CKD.

DATE SEPT. 1982

SCALE AS SHOWN

SHEET 3 OF 6

9661

NARRATIVE REPORT

CIRCLE BOULEVARD - 99W COROLLARY

PACIFIC HIGHWAY WEST
BENTON COUNTY

JULY 1982

HISTORY AND SCOPE

This 2,190 foot section of Pacific Highway West is presently a two-lane rural, 40 foot, roadway which widens at Circle Boulevard and Conifer Boulevard to provide additional lanes for right and left turns.

The purpose of the survey is to prepare plans and specifications for a project which will provide a continuous 16 foot median between Circle Blvd and Conifer Blvd.

The southerly terminus is at Sta 91+10, which is the northerly end of improvements on the NW 9th Street - SPRR (Corvallis) Section of Circle Blvd. The northerly terminus is at Sta 113+00, which is about 600 feet south of Conifer Blvd.

The City of Corvallis is planning to extend Walnut Blvd easterly from NW 9th St to Seavey St which will create a new signalized intersection at Sta 102+10.84. Right turn lanes, including tapers, to the new Walnut Blvd are included in this project.

HORIZONTAL AND VERTICAL ALIGNMENTS

The construction centerline of the proposed project will match the section to be constructed at the Circle Blvd intersection;

Narrative Report
Circle Blvd - 99W Corollary
Page 2

that is, construction centerline will be 6 feet to the right (easterly) of R/W centerline. This means that the existing right pavement edge is at roughly the same location as the new right pavement edge, except for tapers.

Vertical alignment of the new section will follow the existing vertical alignment, except that extra depth paving will be put on the existing southbound lanes to move the roadway crown to the construction centerline.

The R/W centerline was surveyed from points previously set on the adjacent NW 9th St - SPRR (Corvallis) Section and extended northerly of the P.S. at Sta R/W 112+71.88, on an extension of the tangent, to Sta 114+00 P.O.S.T. for topography ties.

Offsets measured from several old R/W rods verified position of centerline. Chain ties were made to other property corners to show their proximity. Since all construction is within the existing R/W the map will not have to be filed with the county.

TYPICAL SECTION

The typical section will have a 16 foot median (left turn) area with a 12 foot lane and 6 foot paved shoulder in each direction.

The following surfacing design is the same as used on the 99W work on the adjacent NW 9th St - SPRR (Corvallis) Section of Circle Blvd:

Widened areas will be constructed of 11 inches of cement

treated base with 4 inches of asphalt concrete. Existing pavement will be overlaid with 2 inches of pavement, with greater depths of asphalt concrete where it is needed to shift the roadway crown.

A final wearing course in the future of 1-1/2 inches is shown.

STANDARDS

The highway is presently a two-lane roadway north of Conifer Blvd and south of Circle Blvd with a 1980 ADT volume of 7,200 which warrants a four-lane roadway.

Standard shoulder width of 10 feet is reduced to 6 feet, which is the shoulder width at the previously constructed Conifer Blvd and Circle Blvd intersections. Providing standard shoulders would require extensive additional widening on the east side with encroachment on the adjacent railroad and major design revisions to the double 6'x4' box culvert (see DRAINAGE) at Sta 96+00. Little would be gained in traffic safety with the standard shoulders, as nearly one-half of the shoulders are on tapers or outside turning lanes where 6 foot shoulders are the norm.

MATERIALS

Commercial and/or Contractor-owned sources are recommended for both embankment and surfacing material.

About 2,700 cu yds of material must be imported to complete fills on the project (embankment in place). And approximately

Narrative Report
Circle Blvd - 99W Corollary
Page 4

4,300 cu yds of crushed aggregate will be needed for bases and pavements. Following is summary of materials needed:

AGGREGATE - 452 cu yds (657 tons)

CEMENT TREATED BASE - 1,741 cu yds (2,658 tons)

ASPHALT CONCRETE - 2,051 cu yds (2,982 tons)

	Imported	Excavated	Job Site Embankment in Place (20% shrinkage)
EARTHWORK	2,700± cu yds	256 cu yds	2,462 cu yds

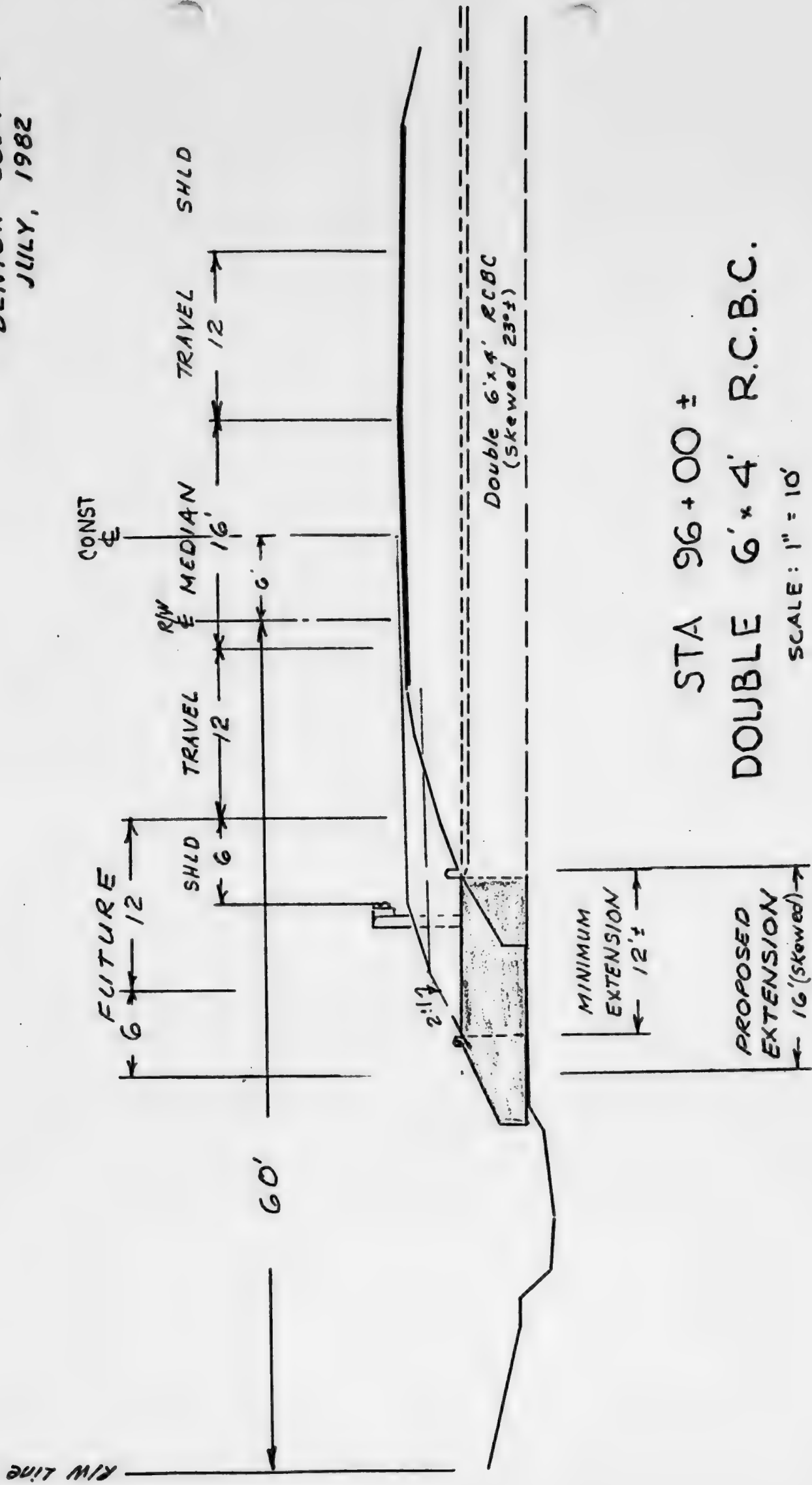
DRAINAGE

Sequoia Creek which drains about 1-1/2 square miles westerly of the highway crosses the Pacific Highway at Sta 96+00, where two forks join near the westerly right of way line.

The 1953 highway project constructed a double 6'x4' reinforced concrete box culvert (RCBC) to handle the drainage. Subsequently, a 36-inch concrete pipe was installed alongside and below the RCBC.

Urbanization in the basin has included channeling the creek immediately upstream of the crossing. The main ditched tributary reaches the right of way from the west about 600 feet upstream of the RCBC near Sta 90+00 and continues to the culvert in a non-maintained channel about 10 feet wide, which straddles the westerly right of way line.

CIRCLE BLVD-99W COROLLARY
 PACIFIC HIGHWAY WEST
 BENTON COUNTY
 JULY, 1982



STA 96+00 ±
 DOUBLE 6'x4' R.C.B.C.
 SCALE: 1" = 10'

A second tributary from the west reaches the R/W at about Sta 97+00 turning south to the culvert. The second tributary is also a graded ditch which drains mostly urbanized land west of 9th St (Old Pacific Highway) which parallels Pacific Highway.

The existing facilities, which include a 10 foot long railroad trestle immediately downstream of the highway crossing, appear to be adequately handling the runoff. The proposed culvert extensions would not appreciably change runoff characteristics.

The 16 foot RCBC extension is, however, about the maximum extension that can be done without major changes to upstream entrance features. Slight rechanneling work is proposed immediately upstream of the extensions.

As shown on the accompanying sketch a somewhat shorter extension to the RCBC can be done and still provide the needed roadway widening. The 16 foot extension is recommended however, so that any future widening, such as a five-lane section, could be done with only minor work to the headwall.

Surface drainage from the road itself will drain to existing ditches paralleling the road. Right of Sta 96+44 to 97+24 the existing drain ditch is blocked by the guardrail flare embankment so a 12-inch culvert is proposed.

UTILITY CONFLICTS

Utilities located in the proximity of the proposed project are

the following:

Pacific Northwest Bell
Pacific Power & Light
Northwest Natural Gas
City of Corvallis

None of these utilities, however, have any facilities located in the prospective work area.

RIGHT OF WAY

All construction will be within existing right of way.

TRAFFIC CONTROL AND STAGE CONSTRUCTION

Construction activity requiring the closing of one lane of traffic includes the grading, surfacing, guardrail and possibly the seeding and mulching. The traffic lane closed will be delineated by reflectorized cones (pylons) with appropriate signs and flagmen controlling the one-way traffic as per Drawing 2200.

The removal of the existing aggregate slope prior to Cement Treated Base (CTB) placement will create a vertical edge of about 11 inches. This edge must not be exposed except during working hours so the CTB placement must be completed each day in areas adjacent to vertical edges. Any other areas where vertical edges in excess of 2 inches are exposed to traffic shall be delineated by cones placed at 50 foot (maximum) spaces and the placing of "Abrupt Edge" signs at 400 foot (maximum) intervals.

The entire paving operation should take five days or less so

temporary striping is not expected. Striping that is obliterated during paving can be temporarily restored daily by placement of adhesive tape by engineering crews until the permanent striping is done.

Permanent striping will be done by State Forces.

SPECIAL PROVISIONS:

REMOVAL OF STRUCTURES AND OBSTRUCTIONS

Included in this work will be the removal of the existing wingwalls and apron on the box culvert for constructing the extension to the box culvert and removal of one culvert.

EARTHWORK

Earthwork will be performed on the embankment measure basis. The contractor must supply his own source for material imported to the project.

AGGREGATE SUBBASE AND SHOULDERS

Delete the requirements of Section 304.12. Material used for aggregate shoulders shall be crushed rock or crushed gravel manufactured from clean, hard, durable material. The size shall be either 3/4"-0 or 1"-0 as the contractor may elect and shall be reasonably well-graded from the maximum size to dust.

ASPHALT CONCRETE

Asphalt concrete shall be Class "C" commercial mix.

ASPHALT IN TACK

Asphalt in tack shall be an emulsion or viscosity graded asphalt, as the engineer directs. Tack is shown as a separate pay item to ensure adequate coverage and to provide axact payment therefor.

ASPHALT APPROACHES

The approach right of Sta 100+00 accesses property that will ultimately be served from the new Walnut Blvd, to be constructed by the City. In the event Walnut Blvd is completed in time this approach would be deleted.

PAVED CULVERT END SLOPE

The end slope Lt Sta 96+05 is modified to (1) conform to 2:1 slope and (2) match the RCBC wingwalls.

DELINEATORS

The quantity shown is based on a completed Walnut Blvd Intersection at Sta 102+10.84. No adjustments to contract will be allowed due to reductions in the event Walnut Blvd is not done (fewer delineators needed with intersection).

TABULATION SHEET

SHEET _____ OF _____ SHEETS

REGION OFFICE
J 1982

CIRCLE BLVD - CONIFER BLVD
PACIFIC HIGHWAY WEST
BENTON COUNTY

DON THURSTON,
REG. LOC. SUPER
BY:

CLEARING & GRUBBING

[illegible]

2-81

REMOVAL OF STRUCTURES AND OBSTRUCTIONS

Cost Analysis

Name				County	Date
				Number	
Box Culvert	Each	\$600.00		X	\$. = \$.
Concrete 4" to 6"	S.Y.	4.00 to 7.50		X	. = .
7" to 24" (Reinf.)	C.Y.	60.00 to 80.00		X	. = .
Curbs, Asphalt	Lin.Ft.	0.75 to 1.00		X	. = .
Concrete	Lin.Ft.	2.00 to 3.00		X	. = .
Driveways, Asph. Conc.	S.Y.	1.50 to 2.00		X	. = .
P.C.C.	S.Y.	3.00 to 5.00		X	. = .
Fence, Type 1 or 2	Lin.Ft.	0.75 to 1.00		X	. = .
Type 3 or CL	Lin.Ft.	1.50 to 2.50		X	. = .
Grate and Frame	Each	40.00		X	. = .
Guard Rail	Lin.Ft.	2.00 to 3.00		X	. = .
Inlets	Each	100.00 to 200.00		X	. = .
Islands, Asphalt	S.Y.	2.50		X	. = .
Concrete	S.Y.	4.00 to 6.00		X	. = .
Manholes, 6' - 12'	Each	200.00 to 300.00		X	. = .
Median Barrier, Metal	Lin.Ft.	3.00 to 4.00		X	. = .
Pavement, A/C 5000 - 500	S.Y.	2.00 to 3.00		X	. = .
P.C.C., Plain	S.Y.	4.00 to 6.00		X	. = .
Pipe	Lin.Ft.	4" 2.00 15" 4.00		X	. = .
	Lin.Ft.	6" 2.25 18" 4.50		X	. = .
	Lin.Ft.	8" 2.50 24" 5.00		X	. = .
	Lin.Ft.	10" 2.75 36" 6.50		X	. = .
	Lin.Ft.	12" 3.00	46	X	3.00 = 138.
	Lin Ft.			X	. = .
Walks, Asph. Conc.	S.Y.	1.50		X	. = .
P.C.C.	S.Y.	3.00 to 5.00		X	. = .
				X	. = .
				Total	\$.
				* Use	\$ 2500 .

* From Bruce Walton

(5)

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION			1. FEDERAL-AID PROJECT NO. F-9-1(4)						
LETTER OF APPROVAL AND/OR AUTHORIZATION			2. STATE PROJECT NO. See below						
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Benton							
	5. ITEM NO. 20127								
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon									
7. DATE AUTHORIZATION EFFECTIVE 7/23/82	8. FEDERAL ROUTE NUMBER Primary 9	9. STATE ROUTE NUMBER Primary 1W							
10. GENERAL LOCATION: Conifer Blvd. (Corvallis) Section									
11. GENERAL DESCRIPTION OF WORK Preliminary Engineering									
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; margin-top: 10px;"> <tr> <td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td> <td>☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td> </tr> <tr> <td>☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC \$23,500 F.F \$20,722</td> <td>☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS</td> </tr> <tr> <td>☐ ACQUISITION OF RIGHT-OF-WAY</td> <td>☐ OTHER (Specify)</td> </tr> </table>				☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC \$23,500 F.F \$20,722	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS								
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☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)								
13. REMARKS As requested by Mr. Swan's PEA dated 7/21/82.									
14. DATE 7/23/82	15. SIGNATURE OF APPROVING OFFICIAL <i>[Signature]</i>		16. TITLE for Division Administrator						

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

100

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME

Conifer - Circle Blvd.

HIGHWAY NAME

Pacific Highway West

HIGHWAY NUMBER

1W

REGION

2

ADMINISTRATIVE DISTRICT

4

COUNTY

Benton

CITY

Corvallis

LENGTH

0.58 mi.

MILEPOST NUMBER

81.19

TO 81.77

☐ RURAL

☒ URBAN

LOCAL GOVERNMENT PROJECT?

☒ YES

☐ NO

IF YES, UNIT OF GOVERNMENT

City of Corvallis

TYPE OF FUNDS

☐ FAI

☒ FAP

☐ FAS

☐ STATE

☐ FAUS

☒ OTHER

Cooperatively with City.

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☒ GRADING

☒ PAVING

☐ STRUCTURE

☐ SIGN

☐ SIGNAL

☐ ILLUMINATION

☐ ROADSIDE IMPROVEMENT

☐ OTHER

PROJECT DESCRIPTION

Completion of the new intersection of Circle Blvd. and Pacific Highway will leave a segment of 2-lane highway between the channelized intersections at Circle Blvd. and Conifer Blvd. Future extension of Walnut Ave. by the City will place another channelized intersection between Circle and Conifer. This project will eliminate those segments of 2-lane and provide uniform widths and alignment throughout the project. Additionally, this will eliminate the shifting in and out of the travel lanes through the channelization and provide a continuous median or left-turn lane. Future signalization at the Walnut Avenue will have to be interconnected with the signalization at Circle Blvd. and Conifer Blvd.

2
3
4
ROAD DESIGN
Ronde SIGN

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

(1980) 7,200

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
		☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐
DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS					
55	AASHTO	☐ LIGHT ☒ MEDIUM ☐ HEAVY					

APPROVED

Paul E. Papin

Location Engineer

Date 7/6/82

3 - FEATURES

EXISTING NUMBER AND WIDTH

PROPOSED NUMBER AND WIDTH

TRAVEL LANES	(2) - 12'	(2) - 12'
SHOULDERS	(2) - 8'	(2) - 6'
MEDIANS	None	16'
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	May use shoulder and other routes are nearby
INTERCHANGES	None	None
OTHER:		(2) - 12' Rt. turn lanes @ Walnut

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	Ext'g. ☒	☐	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☐	☒	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☐	☐	☒
Stream _____?	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☒
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	NO	MAYBE		YES	NO	MAYBE	
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☐	☒
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing _____	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source Commercial	☒	☐	☐	Reconnaissance Available	☒	☐	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power (Aerial) Gas Line (Buried)

4 - WORK ITEMS

	APPLICANT	TO BE PERFORMED BY	
		STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☐ NA	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	—
CORRIDOR APPROVAL	()	—
FIELD SURVEY	()	1
PRELIMINARY DESIGN	()	—
DESIGN APPROVAL/FINAL EIS	()	—
RIGHT-OF-WAY DESCRIPTIONS	()	—
RIGHT-OF-WAY ACQUISITION	()	—
P.S. & E. DOCUMENTS	()	4

RECOMMENDED CONSTRUCTION DATE

ASAP

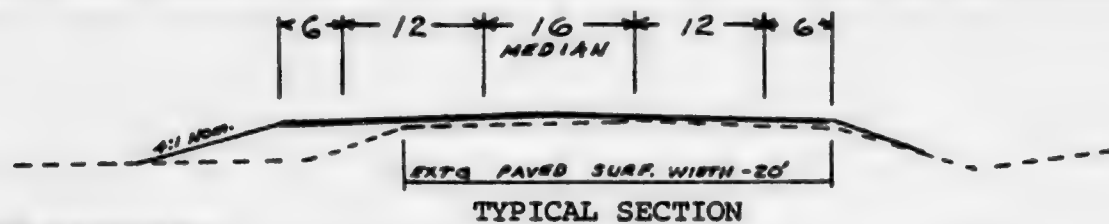
(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "C" A.C. Wearing Surface	2"	2"
Class "C" A.C. Base Course	2"	
Class "C" A.C. Leveling		0"-4" max.
Cement Treated Base	11"	

7 - TYPICAL SECTION AND LOCATION

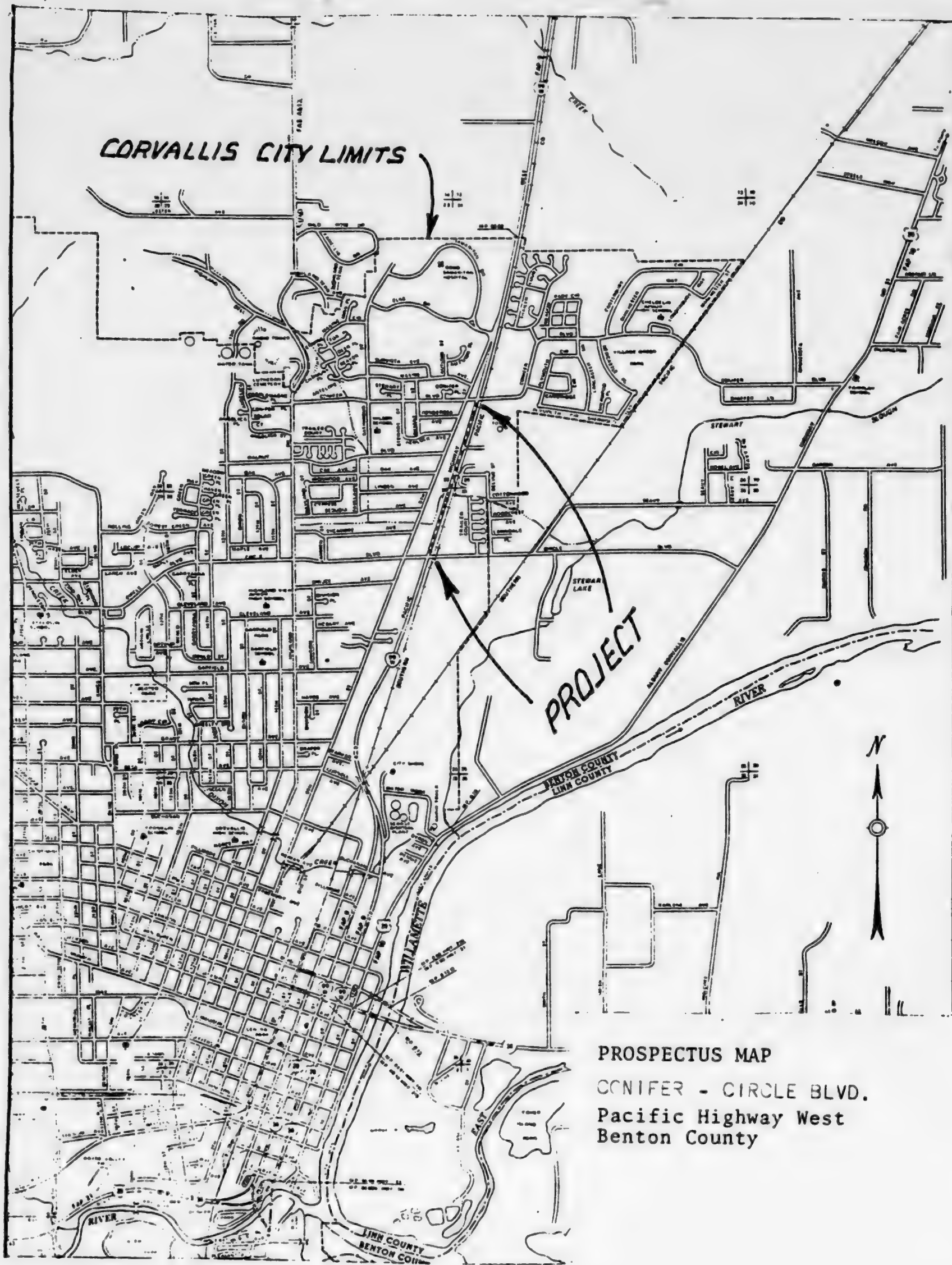


8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	12,300	23,500
RIGHT OF WAY		
TRAFFIC CONTROL	21,000	
ILLUMINATION		
STRUCTURES	5,000	
RAILROAD		
ROADWAY	153,000	
OTHER <u>Future Signal Intertie Appurtenances</u>	10,000	
ENGINEERING & CONTINGENCIES	68,000	
PROJECT TOTAL	269,300	280,500

SUBMITTED BY

Do Thun



CORVALLIS CITY LIMITS

PROJECT



PROSPECTUS MAP
CONIFER - CIRCLE BLVD.
Pacific Highway West
Benton County



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

2 - hold

REGION 2 ENGINEER				
RECEIVED				
MAY 6 / 1982				
RE	AGE	PAE	P	am
ULE	GEO	RSO	ENV	KFC

In Reply Refer to
File No.:

May 5, 1982

ACC

TO: OREGON TRANSPORTATION COMMISSION

FROM: *H.S. Coulter*
H.S. Coulter, P.E.
State Highway Engineer

SUBJECT: Finance Approval
Widening Project

On the consent calendar for the May 20 meeting will be a request to add a widening project to our construction program.

The proposed project is on the Pacific Highway West in the City of Corvallis between Conifer Boulevard and Circle Boulevard.

Funding of the \$282,000 project would be cooperative with the City of Corvallis. The State share of \$50,000 would be funded with Federal-Aid Primary funds, including \$6,000 State match. I recommend your approval and request authority to sign the necessary agreements for and on your behalf.

KO:bkc

bc: Fred D. Miller
R.W. Gormsen
R.N. Bothman
W.E. Schwartz
E.S. Hunter
D.H. Moehring

J.H. Versteeg
Frank Terpin
C.O. Fredrickson
V.E. Skoog
George Bell

Contract - May 12

5-11-82
Discussed match w/Keats. Advised him our agreement w/City is 50-50 with State share not to exceed \$100,000. He will get it changed. ~ P

Agreement drafts to typist 7-29-82.
2 hours Project No. F-9-1 (4)
No prefix yet. 002-1968



STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: R. N. Bothman, Assistant State Highway
Engineer for Administration

FROM: *D. H. Moehring* P.E.
Program Management Engineer

DATE: April 26, 1982

SUBJECT: Conifer Blvd.-Circle Blvd.
Pacific Highway West
Benton County

Region 2 has submitted the attached proposed project to widen the existing highway. When the existing contract for improvement of Circle Boulevard is completed, there will be a short segment of 2-lane highway between the channelized intersections at Conifer and Circle. A planned future extension of Walnut Avenue will add yet another channelized intersection on this section. Widening this section will provide for a continuous uniform width and alignment through this one-half mile plus section. (The section from Circle Blvd. south to the RR overcrossing will still be 2-lanes).

The City of Corvallis has agreed to participate in the cost of this project with the State 50/50 up to \$100,000 and pay all of the costs above \$100,000. Region has recommended that the State share be funded with State dollars. I recommend that if we add this project, we fund our share with Primary funds and State match.

Pat Schwartz may not have been consulted on adding this work to the construction program. It seems appropriate for you to ask Pat to look at this project. If he and you agree that the project should be added, I will prepare the request to go to the Commission.

DES:pf

RECEIVED STATE HWY ENGR						
APR 26 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

O.K. - D.H.

Forwarded Log FY'83
[Signature]

*orig
inching
5482*

Return Moehring

(CBC0001)

4

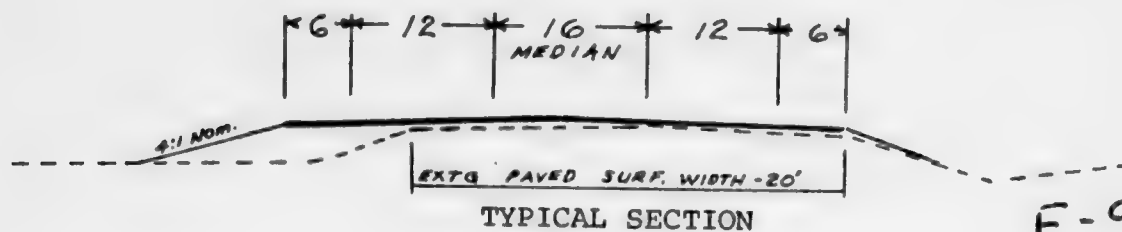
OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Conifer Blvd - Circle Blvd
Circle Blvd. 99W Corollary
 Highway Pacific Highway West No. 1 W #1W
 County Benton #2
 Date April 13, 19 82
 Authorization No. 1
 Survey Prefix 002-1968
 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is M.P. 81.19 (N.E. Conifer Blvd.). The southerly terminus is M.P. 81.77 which point is the intersection of Circle Boulevard and Pacific Highway West (1W). The route follows the existing highway. Length is 0.58 mile.



F-9-1(4)
7-23-82

Purpose of survey:

Prepare plans, specifications and cost estimate for highway widening. by contract.

Estimate of Cost:

Project Manager	(901)	\$10,000	Structural Foundations	(926)	500
Final Design	(905)	5,000	R/W Utility Engineer	(932)	300
Bridge Design	(906)	2,000	Surfacing Engineer	(933)	800
Region Geology	(910)	700	Region Traffic	(936)	100
Traffic Section	(911)	200	Hydraulics	(937)	1,000
Region Utility Liaison	(914)	300	Region Environmental	(938)	100
Program Management	(920)	200			
Specifications	(921)	2,000			
Environmental section	(923)	200			
Adm. Serv. (Eng.)	(922)	100			

Approved by OTC 5/20/82 257,000 line 54 to 102,000 (F11)

INSTRUCTIONS

RECEIVED

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . \$23,500

Previous authorization . . .

Additional authorization requested . . .

Additional authorization approved (Salem) . . .

Total all authorizations approved (Salem) . . .

Requests made by:

Don Hunter

Field Engineer

Recommended for Approval:

Frank E. Papp

Location Engineer

Recommended for Approval:

B. D. Redman

Regional Engineer

Approved:

E. J. Hunter

Assistant State Highway Engineer

Highway - Traffic

TRA 7-8-2

C. O. Fredrickson
Region 2 Engineer

January 15, 1982

L. E. George
Traffic Engineer

Proposed Intersection Revision
Pacific Highway West No. 1W
@ Walnut Blvd. MP 81.42
Corvallis

We have reviewed the proposed construction plans submitted by the City of Corvallis, as requested by Dave Weaver. This proposal is a part of a total traffic plan that John Hanks' section studied a short while ago. Many of the proposals are the result of their study.

The highway here is basically two lanes, with controlled access, and is posted with a 50 MPH speed zone. The subject intersection is bracketed by Conifer Blvd. to the north and Circle Blvd. to the south. Conifer Blvd. is approximately 1200 feet north of Walnut Blvd. and is controlled by an 8-phase traffic signal. Circle Blvd. is approximately 1800 feet south of Walnut Blvd. and is controlled by an 8-phase traffic signal.

The distance between Conifer Blvd. and Walnut Blvd. will not allow construction of even a minimum standard left-turn refuge. The distance between Circle Blvd. and Walnut Blvd. will allow such a refuge to be constructed, however the resulting distance between the existing refuge at Circle Blvd. and the proposed refuge at Walnut Blvd. will only be approximately 300 feet. Therefore, it is recommended that a three-lane pavement width (36 feet plus shoulders) be maintained throughout the section of highway between Conifer Blvd. and Circle Blvd.

There is one other item in this proposal that needs to be reviewed. The proposed west side approach does not line-up with the existing east side approach. This should be reviewed in the field to see if modification is feasible.

By a copy of this letter we are asking Dave Moehring to send you a copy of the modified agreement for you to review when it is completed.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. GEORGE - TRAFFIC ENGINEER

cc: D. H. Moehring ✓
J. H. Versteeg

RTS:np

5



STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: D. E. Swan, P.E.
Operation Programming Engineer

DATE: December 29, 1981

FROM: L. E. George, P.E.
Traffic Engineer

SUBJECT: REVISED AGREEMENT DRAFT
WALNUT BOULEVARD EXTENSION
PACIFIC HIGHWAY WEST, NO. 1W
CITY OF CORVALLIS

The subject draft, as revised by the City of Corvallis, has been reviewed and is not acceptable to us.

As the proposed project involves three signals on a State Highway and two on city streets, and that the State is to maintain this system, we believe that we should have as much control as possible throughout the design and construction of the signal installations. Therefore, the State should let the signal portion of the work, as set forth in the original draft, dated August 27, 1981.

The benefits to be derived from the Walnut Street extension are primarily for the City, consequently the total cost should be to the City. No discussions concerning State participation in any part of this work have been made to my knowledge.

The list of intersections to be interconnected in the City's revision is correct and should be used in place of our list.

Two old agreements should also be nullified:

Pacific Highway W. @ Conifer Blvd., dated October 30, 1974
and
Pacific Highway W. @ Circle Blvd., dated June 8, 1967.

L. E. GEORGE, P.E. - TRAFFIC ENGINEER
BET:sh
cc: C. O. Fredrickson

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The City of Corvallis
Local Government Unit hereby appoints the
Investment Manager of the Oregon State Excess Fund, as attorney in fact for it
and said officer shall have the power of attorney to negotiate warrants made
payable to the Oregon State Department of Transportation, Highway Division and
delivered to said officer by either H. S. Coulter, State Highway Engineer;
Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division
Assistant Controller; or Richard Hacek, Highway Division Assistant Controller
for the State of Oregon, for the purpose of depositing the proceeds of such war-
rents to the account of the Oregon State Department of Transportation, Highway
Division, with the Oregon State Treasurer.

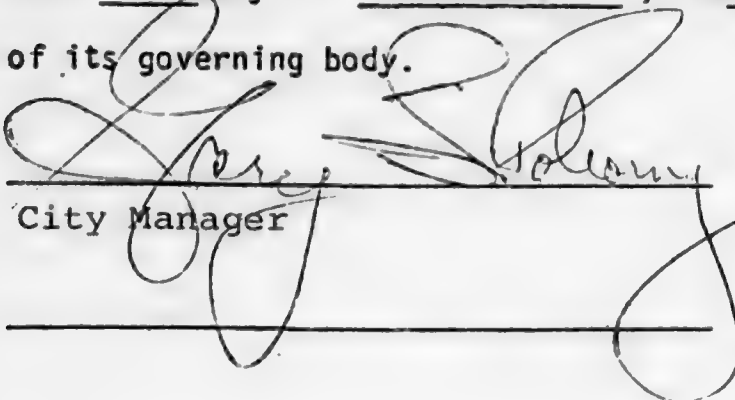
The City of Corvallis
Local Government Unit has deposited with
the State of Oregon Investment Pool the sum of \$ 341,200. The purpose
of this deposit is to create a fund from which to pay its share of the cost of
certain improvements to be made in connection with grading, paving
Project Name
and signals, Conifer Blvd. - Circle Blvd. (Corvallis)
section, Pacific Highway West

By this document it authorizes the Highway Division of the State of Oregon, De-
partment of Transportation to draw on the account created by this instrument
for the purposes above stated with the State Excess Fund. The authorized signa-
tures of withdrawal will be one of any of the following: H. S. Coulter, Vernon
E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon
a voucher in a form acceptable to the custodians of the State Investment Pool
shall constitute proper authority for the withdrawal of money up to the total
amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished
by the Highway Division of the Department of Transportation to the State Treasury
Department.

This power of attorney was authorized by City of Corvallis
Local Government Unit
City Council

this 21st day of December, 1981 by a vote of the majority of a quorum
of its governing body.



City Manager



TRA 7-6

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TO: D. E. Swan
Operation Programming Engineer ATTN: DATE: August 19, 1981
Mainor Holmes

FROM: L. E. George
Traffic Engineer

SUBJECT: Corvallis - Proposed Extension of Walnut Blvd.
Pacific Highway West, 1W
City of Corvallis, Benton County

In addition to the materials recently furnished you by the Region 2 office, attached are letters from H. C. Johnson, District Engineer, and Gordon Wyatt of the City of Corvallis, to help in preparing an agreement between the State and City.

The necessary traffic signal work would be as follows:

1. New signal installations at
 - a. Walnut Blvd. @ Pacific Hwy. W.
 - b. Walnut Blvd. @ 9th Street
2. Interconnect
 - a. Walnut Blvd. @ Pacific Hwy. W. to SPRR
 - b. Walnut Blvd. @ Pacific Hwy. W. to Circle Blvd.
@ Pacific Hwy. W. to Conifer Blvd. @ Pacific Hwy. W.
 - c. Walnut Blvd. @ Pacific Hwy. W. to Circle Blvd.
@ 9th Street
3. Revise
 - a. Existing signal at Conifer Blvd. @ Pacific Hwy. W.

The City will be responsible for payment of all of the above work, including all necessary preliminary engineering. All signal work will be designed and contracts let by the State. \$ 8,000

The State will maintain the interconnected system with the City being billed for the work on city streets.

State will maintain the signals on Pacific Highway West and the City will pay all power costs.

If additional information is needed, please let us know.


L. E. George
Traffic Engineer

BET:rw
Attachment

cc: C. O. Fredrickson
H. C. Johnson

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Corvallis, Oregon

July 20, 1981

FILE:

FROM: Howard C. Johnson
District Engineer

SUBJECT: Grant of Access
City of Corvallis
Hwy 99W at NW Walnut Blvd.

TO: T.W. Litchfield
Region Operations Engineer

REGION 2 ENGINEER			
RECEIVED			
JUL 22 1981			
☐ RLE	☐ RCE	☐ RME	☐ RTE
☐ RE	☐ RCE	☐ RME	☐ RTE
☐ ULE	☐ GEO	☐ ISO	☐ ENV
☐ RBE	☐ RCE	☐ RME	☐ RTE
☐ RBE	☐ RCE	☐ RME	☐ RTE

Attached is a grant of access as per above. There are several requirements that should be included in such a grant. These requirements however could be included in an agreement, possibly, and then the agreement made a part of the Grant.

Requirements that should be included, but are not necessarily limited to, are as follows:

1. All required construction costs should be borne by the City.
2. Private accesses to the Easterly side of 99W in this area should be eliminated from direct across the Southern Pacific tracks to 99W and a connection with the extended Walnut Boulevard be provided. Deeded accesses are involved.
3. City to handle all P.U.C. involvement with Southern Pacific Transportation Company.
4. Traffic controls including railroad interconnect and widening of highway 99W will require design. An agreement should include such a design.

HCJ/ks

PROJECT MANAGEMENT BRANCH
/SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
2 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

.....	Date July 20, 1981
OFFICE USE ONLY	File No. 15189A - 15189
.FA R/W Proj. No.	Section North Corvallis
.FA Const. Proj. No.	Highway Pacific West
.....	County Benton

1. Original Grantors: T.J. Starker
2. Present Owners: City of Corvallis
3. Address of Present Owners: 501 SW Madison, Corvallis, OR 97333
4. Are deed copies attached which will complete chain of title? No

5. Access Point to be Canceled:

<u>Station</u>	<u>Side of Highway</u>	<u>Width</u>	<u>Use Restriction</u>	<u>Constructed?</u>
100+00	Easterly	25'	Serving adjacent land only.	yes
105+42	Easterly	35'	Serving Adjacent land only.	Yes

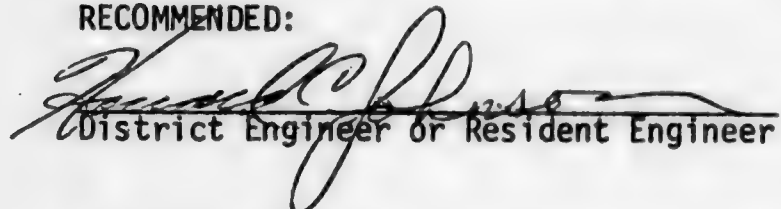
City of Corvallis is to obtain access rights from property owners and reconnect these properties to the extended Walnut Street.

6. Access Point to be Granted:

<u>Station</u>	<u>Side of Highway</u>	<u>Width</u>	<u>Use Restriction</u>	<u>Constructed?</u>
102+08	Easterly and Westerly	AS PER AGREEMENT DESIGN.		

7. Reason for Change of Access: City street crossing.
8. Will change affect safety of use or highway traffic capacity? Explain.
Yes - Traffic signal interconnect will be necessary.
9. Filing fee of \$5 is enclosed _____. Fee is waived XX. Road Approach Permit is attached Yes.
10. State will construct No. Estimate of cost and check in amount of \$ _____ attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the State City to acquire necessary right-of-way.

RECOMMENDED:


District Engineer or Resident Engineer

APPROVED:

Assistant State Highway Engineer

Regional Engineer

Title _____ Date _____
FEDERAL HIGHWAY ADMINISTRATION

Right of Way Engineer



HIGHWAY DIVISION

APPLICATION AND PERMIT TO
CONSTRUCT APPROACH ROAD

Approach Permit No.

Name and Address of Applicant

City of Corvallis
501 SW Madison
Corvallis, OR 97333

Applicant hereby applies to the Department and State Highway Engineer for permission to construct an approach road connection to the West side of the Pacific West Highway No. 1W, Benton County, at Milepoint 81.43, Highway Engineers Station 102+07.87 as described herein.

Special Provisions

Map Reference 6B-30-13

1. Current Rules and Regulations governing Approach Road Permits as adopted by the State of Oregon, Department of Transportation, Highway Division, are by this reference made a part of this permit. Copies of said Rules and Regulations may be obtained from the District Engineer.
2. The approach(es) shall be constructed in accordance with the Type 3 Approach Road Sketch attached hereto and by this reference made a part hereof.
3. The following additional drawings are attached hereto and by this reference made a part hereof agreement between City of Corvallis and Dept. of Transportation.
4. Facility served by approach(es) City Street (Walnut Blvd.)
5. Construction of the approach(es) shall commence on or after July 31, 1981, and will be completed on or before July 31, 1982.
6. Applicant or his contractor shall notify the District Engineer at 3700 SW Philomath Blvd., Corvallis, Oregon 97330, phone 757-4211 prior to commencing work and after completing construction of the approach(es) covered by this permit.
7. Grant of access to be processed with permit. See File #15189 and #15189A.

Recommended for approval: _____

District Engineer

Regional Engineer

Applicant declares he is the owner or lessee of the real property abutting the above described highway and has the lawful authority to apply for this permit. This permit is issued subject to the terms and provisions contained herein and attached hereto; this permit is accepted and approved by the applicant subject to said terms and provisions.

Applicant _____

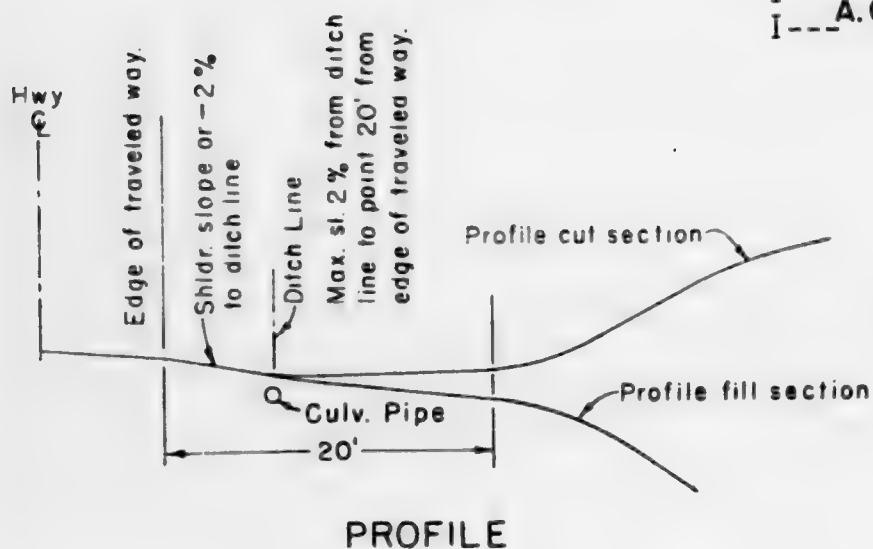
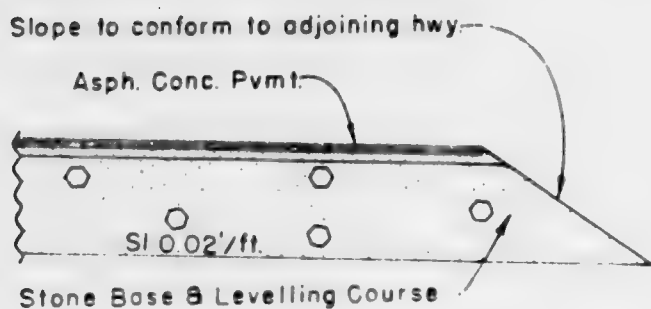
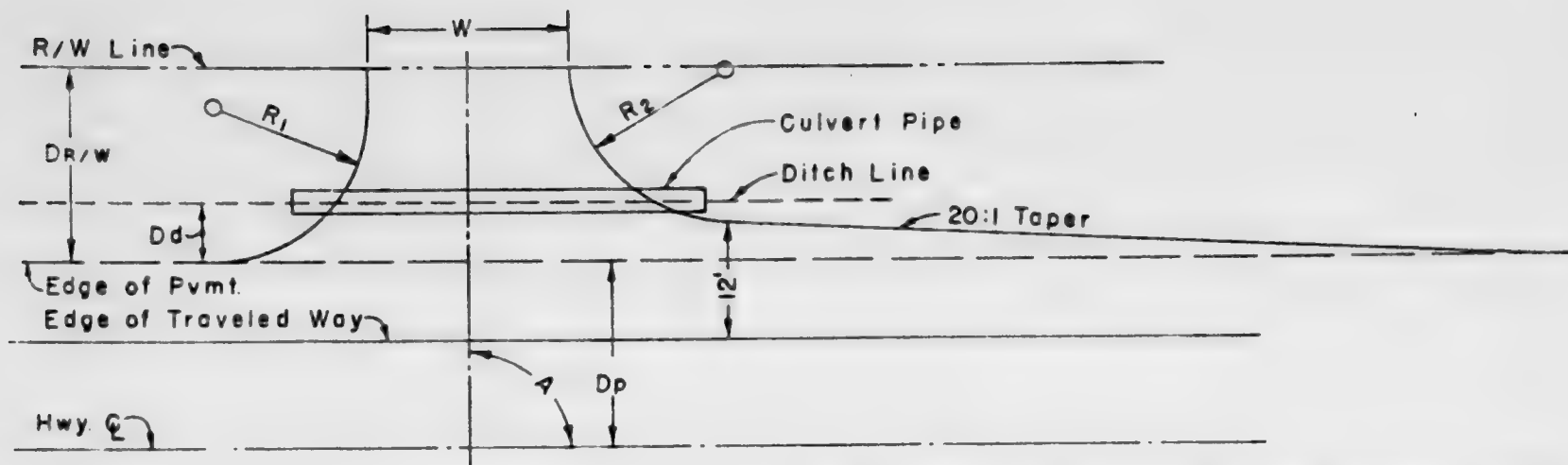
DEPARTMENT OF TRANSPORTATION

By _____

By _____

Date of Application _____

Effective Date _____



The approach covered by this permit shall be constructed in accordance with the following dimensions and specifications.

W = 80 R₁ = R₂ = A = 80

D_p = 21 D_d = 48 D_{R/W} = 39

Culvert Pipe ☒ Required ☐ Not Required

If required: Type SEE AGREEMENT

Diameter inches

Length feet

I-- Stone base: Size & Type 1½" - 0"

Comp. Thkn. 13 inches

I-- Stone levelling Course: Size & Type ¾" - 0"

Comp. Thkn. 3 inches

I-- A.C. Pvmt.: Class "C" or "B"

Comp. Thkn. 4 inches

NOTE
All material and workmanship shall be in accordance with the current State of Oregon Standard Specification for Highway Construction.



HIGHWAY DIVISION

TYPE 3 APPROACH ROAD

PAVED

City of Corvallis

APPLICANT 501 SW Madison
Corvallis, OR 97333

HWY. Pacific West NO. 1W

SIDE OF HWY. West

MILEPOINT 81.43 ENGRS. STA. 102+07.87

734-3307D (11-80)

PERMIT NO.



STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan, Acting
Program Management Engineer

DATE: January 26, 1983

FROM: *Rod Henry*
Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening February 24, 1983

Federal-aid Project No. F-9-1(6) Highway No. 1 State

Federal-aid Project Name Conifer Blvd. - Circle Blvd. (Corvallis)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

- ☒ No additional right of way was acquired. Construction can be accomplished within the existing right-of-way.
- ☐ Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

- ☐ There are no individuals or families to be displaced from residential improvements.
- ☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

FCL: jr

cc: J. H. Versteeg
Duane Ridings
Don Aman

Section Conifer Blvd. - Circle Blvd. (Corvallis) Programming Estimate \$ PSEF
 Highway Pacific West Project Length 0.42 mi.
 County Benton Completion Time 200 CD
 Kind of Work Grading, Paving, Signals Est. Comp. Date Feb. 2, '84
 Prefix 2-1968 Letting Date June 16, '83 Project No. F-9-1(6)
 Gp. B - 7 1/2 % Trfc. Sigs.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount \$ 387,683⁰⁰

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs	<u>5,000</u>	OK
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	<u>8,500</u>	OK
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished <u>Traffic Control Programs</u>	<u>1,500</u>	Signal
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees (\$0.80 x <u> </u> hrs.)		
State Responsibility for Damages		
Signal Controller Testing <u>\$ Turn-On</u>	<u>5,775</u>	Signal
"OPTICOM" Testing		
Bikeway Signs		
✓ Bikeway Striping & Legend	<u>500</u>	OK
_____		
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		

Subtotal \$ 408,958⁰⁰

Contingencies (4-1/2%) 18,403¹¹

Engineering (8, (9), 10%) 36,806²²

Subtotal \$

Credit for

Estimated Net Authorization, Construction \$ 464,167³³

APPROVED

Road Design Engineer

Rev. 11/81



SUMMARY--BID SCHEDULE--COST ESTIMATE



OREGON STATE

HIGHWAY DIVISION

Section		County		Sheet of		
Conifer Blvd. - Circle Blvd. (Corvallis)		BENTON		1 of 3		
Kind of Work		Length	Date	Name		
Grading, Paving, Signals		0.42 mi.	5-6-'83	Bricher		
No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	-	13,000-
2	Temporary Protection and Direction of Traffic		All	All	-	2,400-
3	Temporary Signs		Sq. Ft.	158	6-	948-
4	Temporary Barricades		Each	6	90-	540-
5	Temporary Plastic Safety Markers		Each	20	80-	1,600-
6	Flagmen		Hour	300	10-	3,000-
<u>ROADWORK</u>						
7	Clearing and Grubbing		All	All	-	1,500-
8	Removal of Structures and Obstructions		All	All	-	4,000-
9	Embankment in Place		Cu. Yd.	1,910	3-	5,730-
10	Trench Excavation		Cu. Yd.	87	8-	696-
11	Finishing Roadbed and Slopes		All	All	-	5,000-
12	Treated Base		Ton	3,000	9 ⁵⁰	28,500-
13	Aggregate Shoulders		Ton	550	6 ⁵⁰	3,575-
14	Class "B" or Class "C" Asphalt Concrete		Ton	4,000	28 ⁵⁰	114,000-
15	Asphalt in Tack Coat		Ton	5	200-	1,000-
16	Concrete in Box Culvert Extension		Cu. Yd.	26	350-	9,100-
17	Reinforcement in Box Culvert Extension		Lb.	3,200	0 ⁵⁰	1,600-



HIGHWAY DIVISION



734-1736 (8-81)

Section

Conifer Blvd. - Circle Blvd. (Corvallis)

Ca

BENTON

Sheet of

3 3

End of Work

Grading, Paving and Signals

Length

0.42 mi.

Date _____

2-3-83

Name _____

Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	<u>TRAFFIC SIGNALS</u>					
28	Traffic Signal Installation, N.W. 9th St. at Walnut Blvd.		All	All	-	61,050-
29	Traffic Signal Installation, Pacific Hwy. W. at Walnut and Conifer Blvds.		All	All	-	108,700-
30	Fire Pre-emption System, N.W. 9th St. at Walnut Blvd.		All	All	-	3,650-
31	Fire Pre-emption System, Pacific Hwy. W. at Walnut Blvd.		All	All	-	3,650-
32	Fire Pre-emption System, Pacific Hwy. W. at Conifer Blvd.		All	All	-	4,150-
					Traffic Sig. Sub T.	181,200-

Date: May 10, 1983

PRO 0-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20127
Project No. F-9-1(6)
Conifer Blvd.-Circle Blvd. (Corvallis) Sec.
Benton County

Attached support data consists of PR-1 form, project map and signal warrants for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 16, 1983.

JLG:bks

Attachments

cc: C.O. Fredrickson (Region 2)
General Files

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-61)

May 10, 1983

PROJECT LOCATION (45 typewriter spaces)

SR 99W, Conifer Blvd. (Corvallis), S 0.58 mi.

ADT

7,200

FUTURE

REGION

STATE NAME

STATE

CODE

APPM

ITEM

NO.

20127

010

41

10

Oregon

F-

287

9-1

(6)

19

221

020

27

I. Postage Only

POST M. DESIG.

1

1 OR

2

PROGRAM STAGE

CODE

003

U.S.

1W

141

COUNTY NAME

Benton

STATE

U.S.

1W

141

ROUTE

NO.

P

9

FEDERAL-AID

COUNTY NAME

Benton

STATE

U.S.

1W

141

ESTIMATED PROJECT COST BY PHASES

TOTAL

ESTIMATED

COST

MILES

TERMINI

(Full description)

STEP

TYPE

WORK

PE

ROW

CONST

(CODE)

TOPICS

Y008

Y030

Y031

RED BY

JLG

PROJECT

TOTALS

REMARKS

Additional Data: Item No. 20127; Project

No. F-9-1(4).

-over

USCOMM DUSCOMM-DC 4805-P81

Project Data: The project consists of 1) channelization to provide continuous left turn median lane requiring grade, drain and high-type pavement; 2) install illumination as directed; 3) install traffic control signals at Walnut Blvd., revise signal at Conifer Blvd. and install interconnect as directed; 4) adjust utilities as required; 5) incidental work common to this type of construction.

Data for FHWA-37:

Type Code Y008 (Channelization) -----	\$153,000
Type Code Y030 (Highway Lighting) -----	\$ 15,000
Type Code Y031 (Traf. Signals) -----	\$ 75,000

Note: Project is in Congressional District No. 5.

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-9-1(6)2. STATE PROJECT NO.
See below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20127

2A. COUNTY NAME

Benton

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE

5/25/83

8. FEDERAL ROUTE NUMBER

Primary 9

9. STATE ROUTE NUMBER

Primary 1W

10. GENERAL LOCATION:

Conifer Blvd. - Circle Blvd. (Corvallis) Section

11. GENERAL DESCRIPTION OF WORK

Channelization, illumination and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION☐ ACQUISITION OF RIGHT-OF-WAY☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS☐ OTHER (Specify)

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 5/23/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of \$464,167 Federal funds limited to \$88,150.

A signed copy of the Title Sheet is returned herewith.

PROGRAM SECTION
MANAGER PROJECT UNITMAN. / ASSIST. PROJECT UNIT
REFER TO

14. DATE

5/25/83

15. SIGNATURE OF APPROVING OFFICIAL FOR

16. TITLE

for Division Administrator

RECEIVED
STATE HWY ENGR

JUN 8 '83

REFER TO

FOR

INT	INF	CR	DR	SE	AG	FILE
						X

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2, 2A	Typical Sections & Details
2B	Summary
3	Plan

STATE OF O
DEPARTMENT OF TR
STATE HIGHWA

PLANS FOR PROPOS
GRADING, PAVING

CONIFER BLVD. - CIRCLE B

PACIFIC HIGHW

BENTON CO

JUNE, 19

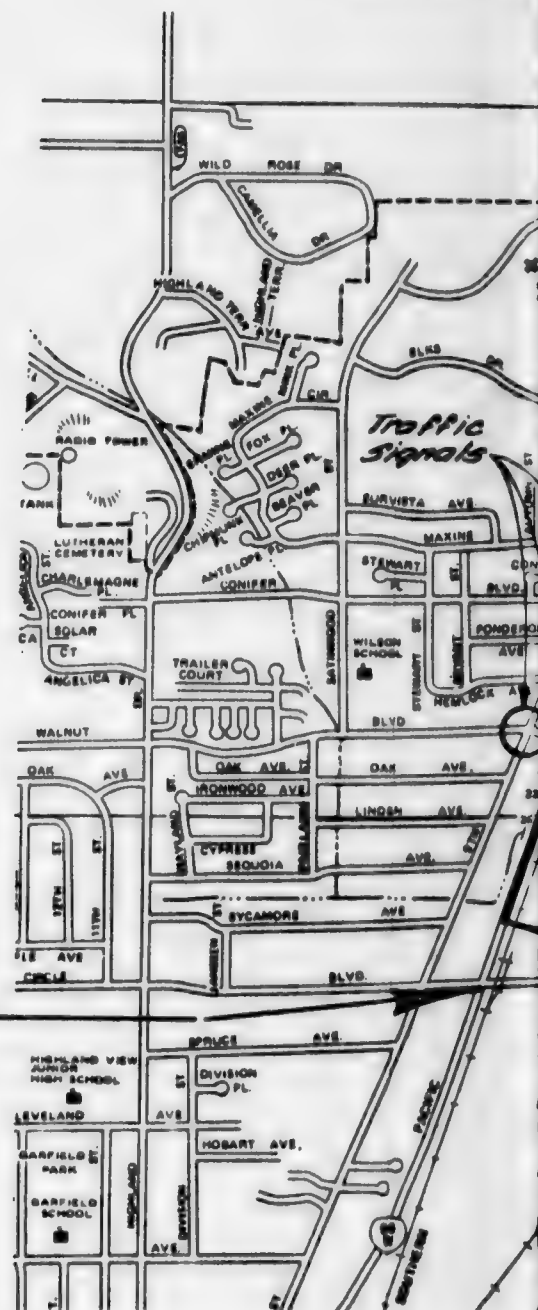
Drg. Nos
 5-1, 5-12,
 2126C, 2201
 2050
 2077B
 2115, 2126, 2126A,
 2126B, 2126D
 2129, 2130
 17292, 24635, 26303 - Box Culvert Extension
 8504-8509 Incl.,
 1470-1473 Incl.,
 1489, 1481, 1488,
 1489, 2990, 2991,
 2992, 35009, 35010,
 31117, 5-16

} Temporary Protection
 } And Direction of Traffic
 - Misc Structures
 - Ramps, Driveways, Approaches
 } Guard Rail
 - Delineators
 } Traffic Signals

END OF CONTRACT PROJECT

Sta 115+00

CORVALLIS



Sketch

Scale 0 800

17V-80

STATE OF OREGON Overall Length Of Project - 0.42 Miles

DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

FOR PROPOSED PROJECT

CONCRETE, PAVING & SIGNALS

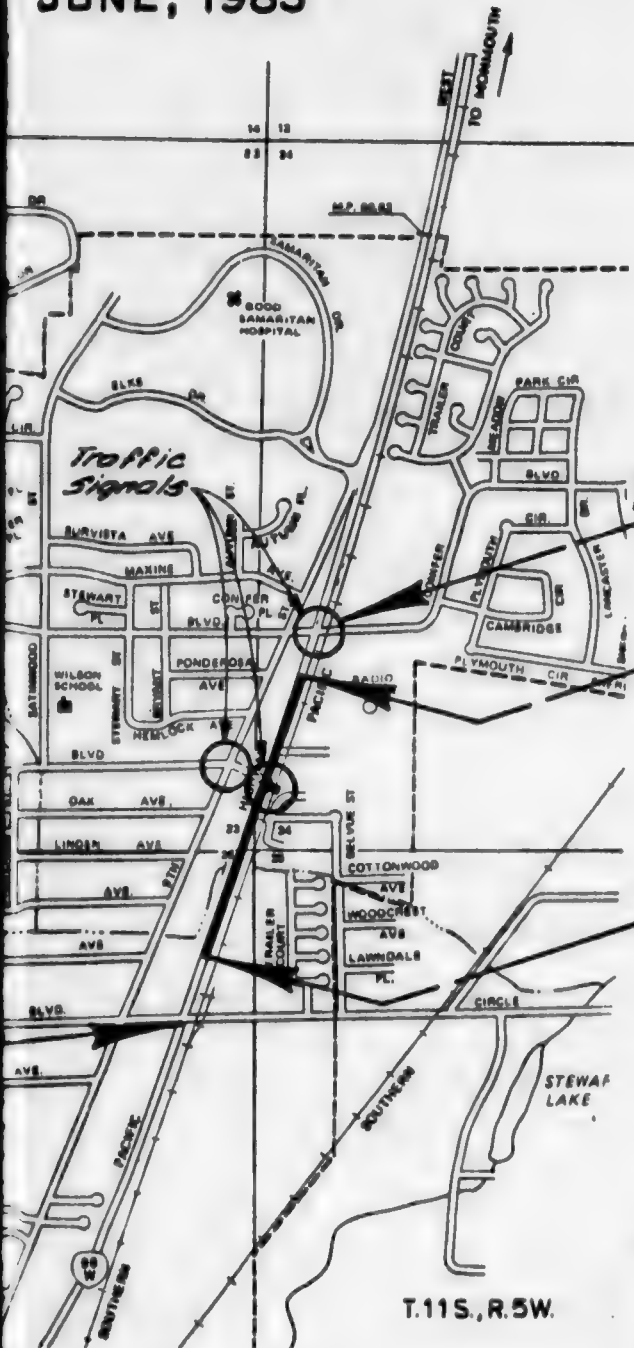
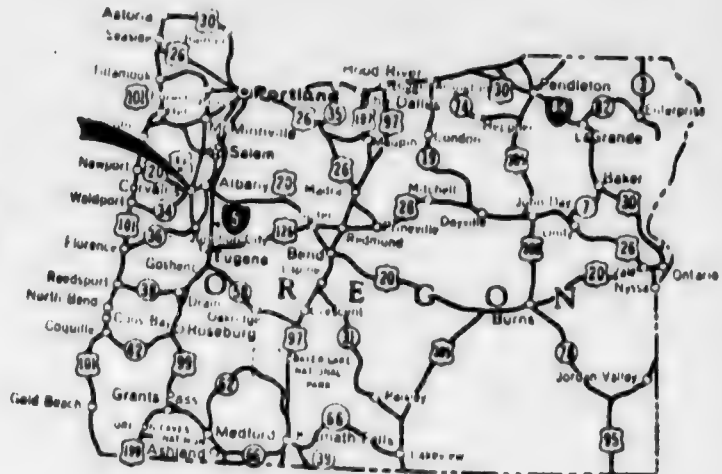
CIRCLE BLVD. (CORVALLIS) SEC.

PACIFIC HIGHWAY WEST

BENTON COUNTY

JUNE, 1983

CONIFER BLVD.~CIRCLE BLVD. (CORVALLIS) SEC. PACIFIC HIGHWAY WEST BENTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-9-1(6)		See Index



BEGINNING OF CONTRACT PROJECT
Sta. 83+00

BEGINNING OF PROJECT F-9-1(6)
Sta. 111+00

END OF PROJECT F-9-1(6)
Sta. 89+00



H. S. Coulter

STATE HIGHWAY ENGINEER

E. S. Hunter

ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri
Peter J. Brix
Robert F. Dwyer
N. B. Giustina
Samuel T. Naito
Fred D. Miller

CHAIRMAN
VICE CHAIRMAN
COMMISSIONER
COMMISSIONER
COMMISSIONER
DIRECTOR OF TRANSPORTATION

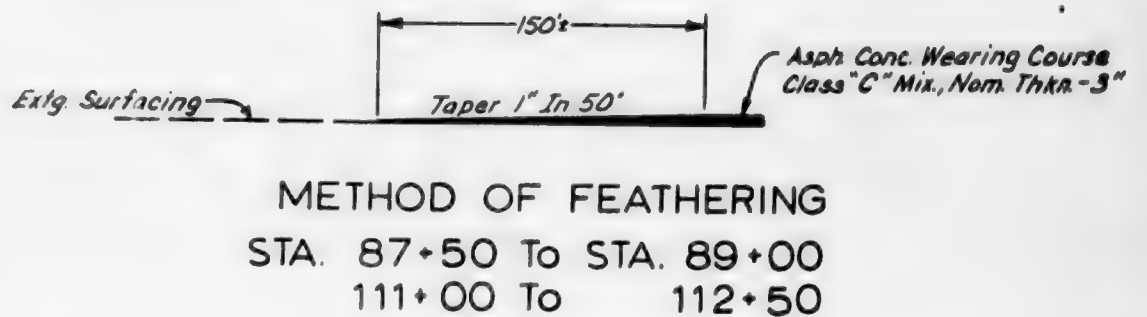
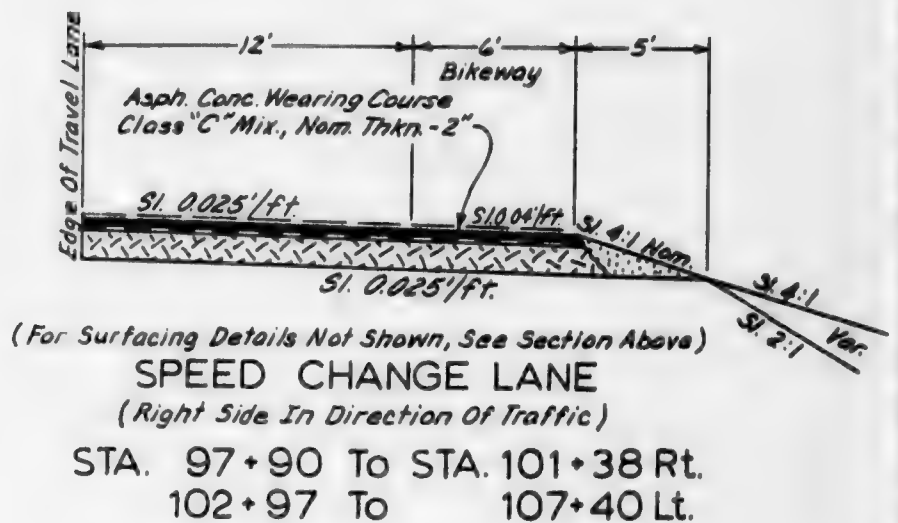
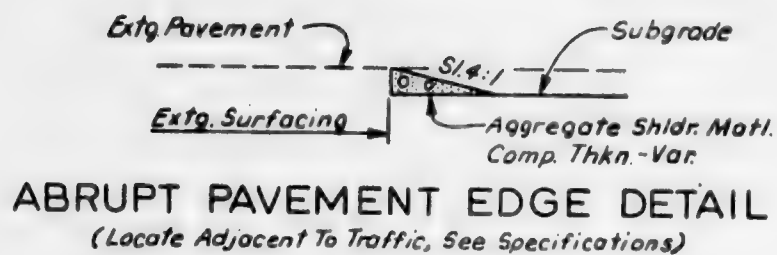
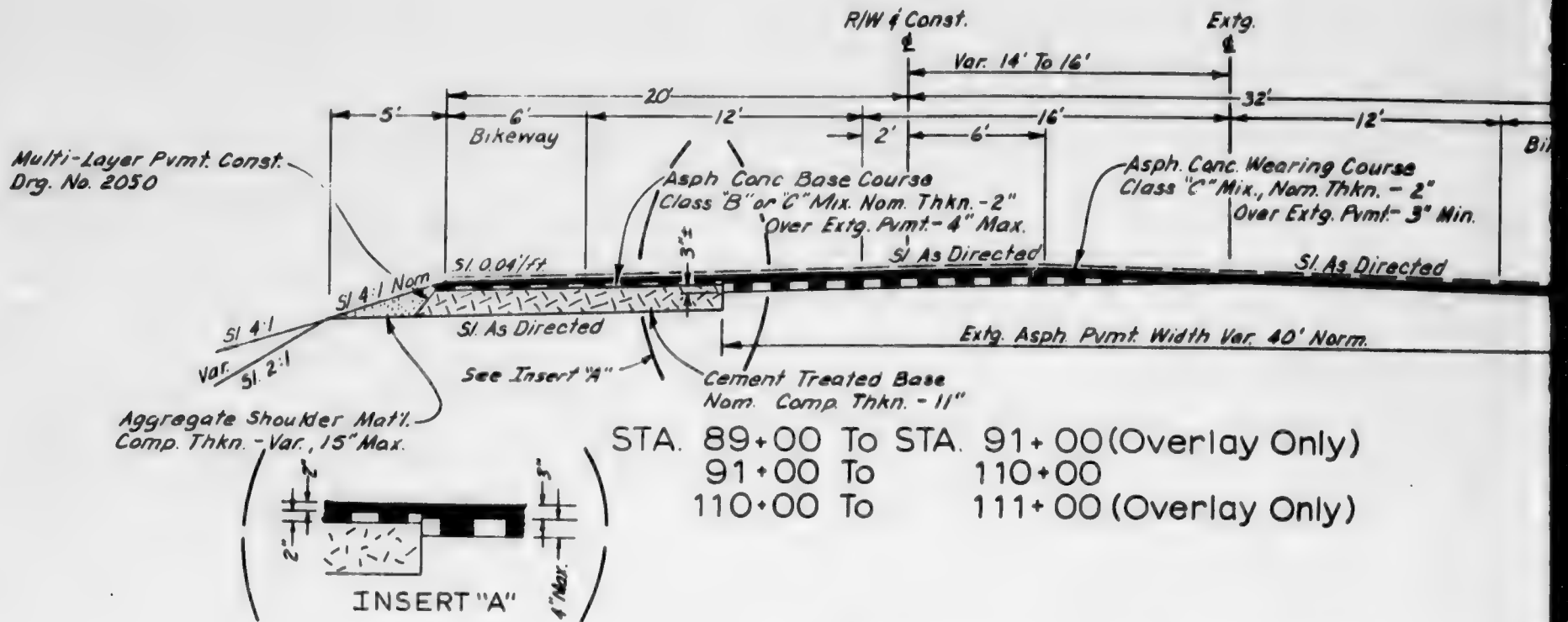
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: *G. K. Hassen* 7/27/83
FIELD OPERATIONS ENGINEER DATE

Sketch Map

Scale 0 800 1600 Feet

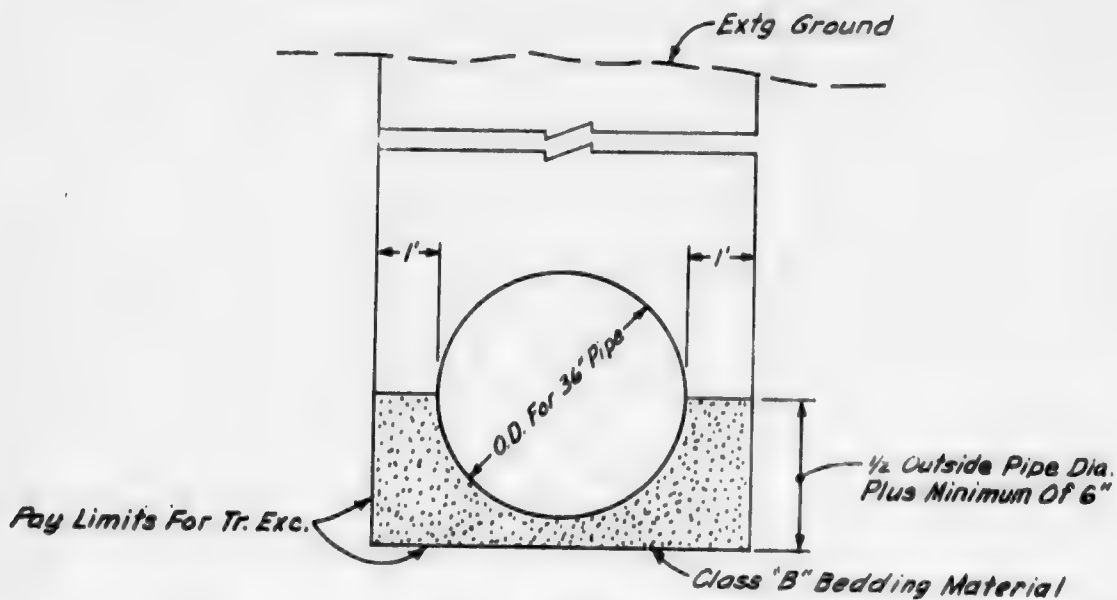
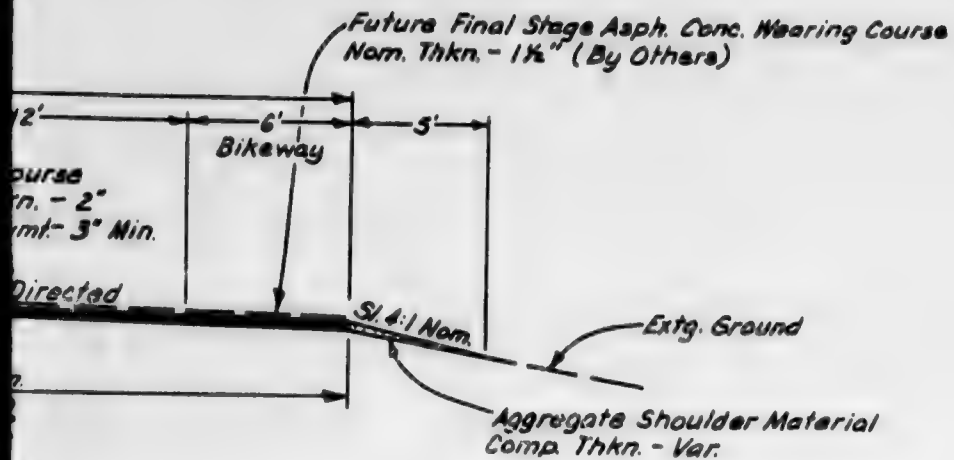
TYPICAL SECTION



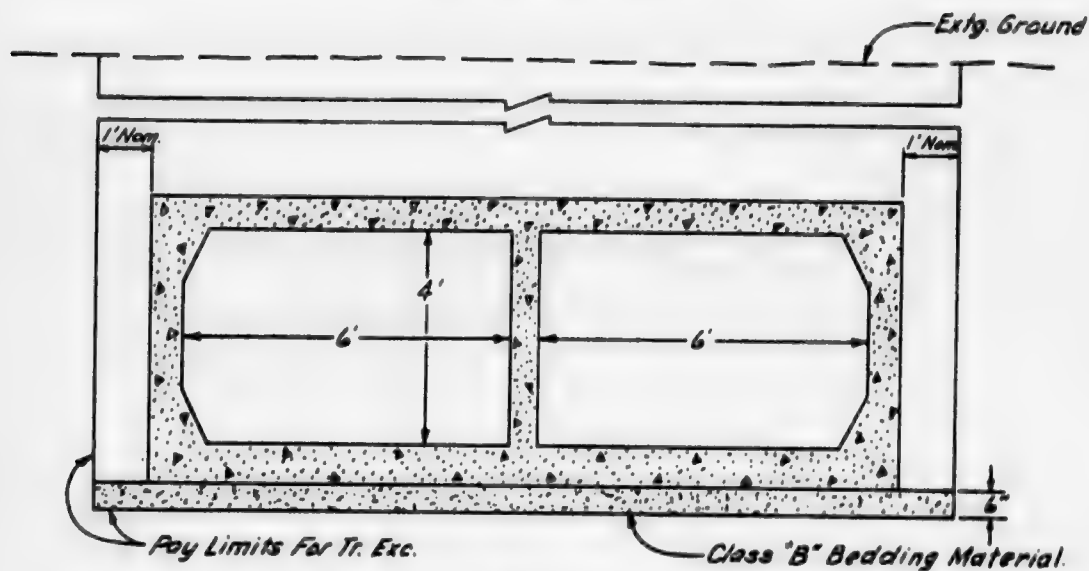
SECTIONS

17V-80

CONIFER BLVD - CIRCLE BLVD. (CORVALLIS) SEC.				SHEET No.
PACIFIC HIGHWAY WEST				2
BENTON COUNTY				
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-9-1(6)		See Index



BEDDING MATERIAL DETAIL
(For Location, See Plans)



DOUBLE 6'x4' R.C.B.C. BEDDING DETAIL
Drg. No's. 17292, 24635 & 26303
(For Location, See Plans)



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 30, 1983

In Reply Refer to
File No. PRO 6

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: *Gary A. Potter*
Gary A. Potter, Manager
Program Section

SUBJECT: Concurrence in Award

Confirmation of your tentative concurrence as of June 23, 1983 is requested in the award of contract for the Conifer Boulevard-Circle Boulevard Section, Project No. F-9-1(6).

The contractor receiving the award is Wildish Corvallis Construction Co., in the amount of \$345,799.50 with Contract No. 9661 assigned. This bid was received on June 16, 1983 and awarded on June 22, 1983.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FHPM 6-4-1-6 of the Federal Aid Highway Program Manual, and it will be retained in a permanent project file.

We have complied with Minority Business Enterprise requirements for Women and Minorities that are required for this contract.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date JUL 1 1983
I concur in the award.

D. E. Wilken
Dale E. Wilken
Division Administrator

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____

MAN. ASSIST. _____ PROGRAM UNIT _____

REFER TO _____

Form E-810 (Rev. 12-70)

AUG 6 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/U D/R

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

RECEIVED

JUN 11 1984

☒ E	☒ RBE
☒ RE	☒ ROE
☒ RME	☒ RTE
☒ RFE	☒ RFE

Project Conifer Blvd. - Circle Blvd. (Corvallis) Date June 11, 1984

Highway Pacific West Contract No. 9661

County Benton Kind of Work Grading, Paving, & Sig. Contractor Wildish Corvallis Const.

	Authorized	Estimated
Contract Amount	\$345,799.50	\$341,352.00
Anticipated Items	21,275.00	24,985.00
		34,992.56
Contingency (4½%)	16,518.35	34,973.00
Engineering	33,036.71	56,000.00
Credits		457,329.56
		\$457,310.00
PROJECT COST	\$416,629.56	40,700.00
NET INCREASE \$ ~~40,680.00~~		OR 9.76 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
State Force Order No. 6 - P.U.C. Order No. 83-577 (U)	\$10,200.00	\$10,200.00
Engineering Charges (A)	56,000.00	22,963.00
Extra Work Order No. 1 (U)	8,000.00	8,000.00
Extra Work Order No. 2 (U)	3,150.00	3,150.00

APPROVED BY

OREGON TRANSPORTATION COMMISSION

DATE 7-31-84

Principal reasons for overruns (Continue on reverse side): State Force Order No. 6 was necessary to comply with Public Utility Order No. 83-577. (Continued on reverse.)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Alva D. Vohland
Alva D. Vohland, Resident Engineer

Confirmed by [Signature]
Regional Engineer

Noted by O. B. Jackson
Fur Construction or Bridge Engineer

Noted by [Signature]
For State Highway Engineer



STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July 19, 1984

FROM

O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT:

Request for Increase in Project Authorization
Conifer Blvd.-Circle Blvd. (Corvallis) Section
Pacific West Highway, Linn County
Contract No. 9661*F-9-1(16)**(set funds)*

PROGRAM SECTION	
JUL 23 1984	
Manager	
Resource Unit	
Project Unit	
Program Unit	
REFER TO	
Circle one	R/D D/R
Act	Disc Info File

This federal aid grading, paving and signal installation project was recently completed and it now appears that the final cost will exceed the project authorization by \$40,700.00 or 9.8 percent.

Modification of the existing traffic signal preemption system at adjacent inter-sections of the highway and three City streets was necessary in order to properly protect the public. This work was performed by Southern Pacific Transportation Company crews and added approximately \$10,200 to the cost of the project. These costs are 75 percent reimbursable from the Grade Crossing Protection Account of the State of Oregon.

At the request of the City of Corvallis, the contractor was utilized to assist in construction of a new crossing at Walnut Blvd., and to modify the access road easterly of the railroad. This work also removed an existing railroad crossing and eliminated an access to the highway. The cost of these items is estimated at \$11,150 and is recoverable from the City of Corvallis.

Additional culvert pipe was required to provide drainage under the Walnut Blvd. extension. This work was omitted from the plans but was required in order to properly handle conditions encountered in the field. It added nearly \$4,500 to the cost of the project.

Six additional minor modifications were found to be needed in order to make the project complete and functional. These consisted of adding a short section of walkway to correct a hazardous condition, adding a tether cable to control programmed signal heads, changing a mast arm to correct conflict with power lines, adding a messenger cable to accommodate fire preemption equipment, installation of an additional pole and installation of an additional run of wire to accommodate signal interconnection between controllers. These six items added \$10,404 to the cost of the project.

Construction engineering costs in excess of the authorized amount were required in order to properly monitor, inspect and document the added work.

*If we
lower the Project
Agreement
we should.*
Wagner

There are sufficient funds available in the category of work and all the increase except \$18,800 is eligible for federal participation. That amount is recoverable from other sources.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. O. Christensen
A. D. Vohland
B. M. Walton
W. F. Cobine ✓

SI*06727-734

Engineering charges are overrun by 24 percent as of June 1, 1984. I have estimated an additional \$15,000 will be needed to complete the inspection, office, materials, and semi-final phases of the Project. This will be a 70 percent overrun.

Extra Work Order No. 1

This order was necessary to reimburse the contractor for work performed at the crossing. This was the result of a P.U.C. Order No. 83-298, whereby the S.P.T. Co. was ordered to reconstruct the crossing and they in turn enlisted the services of the contractor to perform the work.

Extra Work Order No. 2

This work entailed the removal of an existing access on Highway 99W as requested by the Highway Division and the existing railroad crossing. All of this work was necessary to provide a connection to the new Walnut Boulevard extension.

All of the extra work was approved by the City of Corvallis prior to work being performed.

OREGON STATE HIGHWAY DIVISION

11/05/84

PROGRESS ESTIMATE

SECTION CONIFER BLVD-C. JLE BLVD (CORVALLIS)

HIGHWAY PACIFIC WEST

COUNTY BENTON

PECIFIED
COMPLETION

A) 200 CD
B)
C)

EXTENSION

APPROVED

TYPE WORK GRADING, PAVING & SIGNALS

CONTRACTOR

WILDISH CORVALLIS CONSTRUCT

ITEM NO.	ITEM NAME		UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
	UNIT			QUANTITY	AMOUNT	QUANTITY	AMOUNT
00001	D O CHRISTENSEN REGN 2 ENGR						
00002	ALVA D VOHLAND PROJECT MANAGER						
001	MOBILIZATION						
	LUMP SUM		347200000	100000	3472000	100000	3472000
002	TEMPORARY PROTECTION AND DIR OF TRAFFIC LUMP SUM		5000000	100000	50000	100000	50000
003	TEMPORARY SIGNS						
	SQ FT		150000	158000	237000	160000	240000
004	TEMPORARY BARRICADES						
	EACH		450000	6000	27000	16000	72000
005	TEMPORARY PLASTIC SAFETY MARKERS						
	EACH		250000	20000	50000	6000	15000
006	FLAGMEN						
	HOUR		100000	300000	300000	359500	359500
00699	ROADWORK						
007	CLEARING AND GRUBBING						
	LUMP SUM		20000000	100000	200000	100000	200000
008	REMOVAL OF STRUCTURES & OBSTRUCTIONS LUMP SUM		3000000	100000	30000	100000	30000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO

91

FORM 81 734 3498 REV. 9-72

TENSION

APPROVED

USED
199 CD

CONTRACT NO. 9661
F.A.P. F 0091006

WORK DONE TO

PREFIX 002 1009
AWARDED 06 24 83
ESTIMATE NO. 011

ESTIMATED DATE
OF COMPLETION

SH CORVALLIS CONSTRUC-

POST SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 07/10/84		TO COMPLETE 07/10/84		GROUP PORZ	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						10		
						10		
100000	3472000	100000	3472000			10		
100000	50000	100000	50000			10		
160000	240000	160000	240000			10		
16000	72000	16000	72000			10		
6000	15000	6000	15000			10		
359500	359500	359500	359500			10		
						10		
100000	200000	100000	200000			10		
100000	30000	100000	30000			10		
						Set Funds		

OREGON STATE HIGHWAY DIVISION

11/05/84

PROGRESS ESTIMATE

SECTION CONIFER BLVD-C. CLE BLVD (CORVALLIS)

SPECIFIED
COMPLETION

EXTENSION

APPROVED

HIGHWAY PACIFIC WEST

A) 200 CD

B)

C)

COUNTY BENTON

TYPE WORK GRADING, PAVING & SIGNALS

CONTRACTOR

WILDISH CORVALLIS CONSTRUCT-

ITEM NO.	ITEM NAME		UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
	UNIT			QUANTITY	AMOUNT	QUANTITY	AMOUNT
009	EMBANKMENT IN PLACE CU YD		35000	1910000	668500	1782200	623770
010	TRENCH EXCAVATION CU YD		120000	87000	104400	70090	84108
011	FINISHING ROADBED AND SLOPES LUMP SUM		2800000	100000	280000	100000	280000
012	TREATED BASE TON		115000	3000000	3450000	2640560	3036644
013	AGGREGATE SHOULDERS TON		67500	550000	371250	711510	480269
014	CLASS B OR CLASS C ASPHALT CONC TON		256000	4000000	10240000	3524850	9023616
015	ASPHALT IN TACK COAT TON		2500000	5000	125000	11220	280500
016	CONCRETE IN BOX CULVERT EXTENSION CU YD		3500000	26000	910000	17970	628950
017	REINFORCEMENT IN BOX CULVERT EXT LB		5000	3200000	160000	2346430	117322
018	36-INCH CULVERT PIPE LIN FT		500000	18000	90000	31000	155000
019	GUARD RAIL TYPE 2A LIN FT		130000	300000	390000	300000	390000

PROGRESS ESTIMATE AND COST REPORT

NO

02

FORM 81-734 3498 REV 9-72

EXTENSION

APPROVED

USED

199 CD

CONTRACT NO.

9661

WORK DONE TO

F.A.P.

F

0091006

PREFIX

002 1009

ESTIMATED DATE

AWARDED

06 24 83

OF COMPLETION:

ESTIMATE NO.

011

SH CORVALLIS CONSTRUCT-

POST SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 07/10/84		TO COMPLETE 07/10/84		GROUP PORT	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
1782200	623770	1782200	623770			1P		
70090	84108	70090	84108			1P		
100000	280000	100000	280000			1P		
2640560	3036644	2640560	3036644			1P		
711510	480269	711510	480269			1P		
3524850	9023616	3524850	9023616			1P		
11220	280500	11220	280500			1P		
17970	628950	17970	628950			1P		
2346430	117322	2346430	117322			1P		
31000	155000	31000	155000			1P		
300000	390000	300000	390000			1P		

OREGON STATE HIGHWAY DIVISION

11/05/84

PROGRESS ESTIMATE

SECTION CONIFER BLVD-C, JLE BLVD (CORVALLIS)

HIGHWAY PACIFIC WEST

COUNTY BENTON

SPECIFIED
COMPLETION

A) 200 CD

B)

C)

EXTENSION

APPROVED

TYPE WORK GRADING, PAVING & SIGNALS

CONTRACTOR

WILDISH CORVALLIS CONSTRUC-

ITEM NO.	ITEM NAME		UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE		Q
	UNIT			QUANTITY	AMOUNT	QUANTITY	AMOUNT	
020	GUARD RAIL ANCHORS TYPE 1	EACH	3500000	4000	140000	4000	140000	
021	RAIL END PIECES TYPE C	EACH	850000	4000	34000	4000	34000	
022	CONCRETE WALKS	SQ YD	130000	70000	91000	84640	110032	
023	CONCRETE CURBS	LIN FT	100000	140000	140000	192300	192300	
024	EXTRA FOR ASPHALT APPROACHES	EACH	1500000	6000	90000	6000	90000	
025	DELINEATORS TYPE 2	EACH	190000	24000	45600	52000	98800	
026	DELINEATORS TYPE 3	EACH	210000	12000	25200			
027	ROADSIDE SEEDING AND MULCHING	ACRE	8000000	1000	80000	800	64000	
02799	TRAFFIC SIGNALS							
028	TRAF SIG INSTALLATION NW 9TH WALNUT BLVD LUMP SUM		585400000	100000	5854000	100000	5854000	
029	TRAF SIG INSTLL PAC HY W WALNT&CONIFER BL LUMP SUM		532500000	100000	5325000	100000	5325000	

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 13

FORM 81-734 3498 REV. 9-72

ENSION

APPROVED

USED
199 CD

CONTRACT NO 9661
CAP F 0091006

WORK DONE TO

PREFIX 002 1009
AWARDED 06 24 83
ESTIMATE NO 011

ESTIMATED DATE
OF COMPLETION

H CORVALLIS CONSTRUC-

POST SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 07/10/84		TO COMPLETE 07/10/84		GROUP PORT	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
4000	140000	4000	140000			1P		
4000	34000	4000	34000			1P		
84640	110032	84640	110032			1P		
192300	192300	192300	192300			1P		
6000	90000	6000	90000			1P		
52000	98800	52000	98800			1P		
						1P		
800	64000	800	64000			1P		
						1P		
100000	5854000	100000	5854000			1P		
100000	5325000	100000	5325000			1P		

OREGON STATE HIGHWAY DIVISION

11/05/84

PROGRESS ESTIMATE

SECTION CONIFER BLVD-C. CLE BLVD (CORVALLIS)

SPECIFIED
COMPLETION

EXTENSION

APPROVED

HIGHWAY PACIFIC WEST

A) 200 CD

COUNTY BENTON

B)
C)

TYPE WORK GRADING, PAVING & SIGNALS

CONTRACTOR : WILDISH CORVALLIS CONSTRUC-

ITEM NO.	ITEM NAME		UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
		UNIT		QUANTITY	AMOUNT	QUANTITY	AMOUNT
030	FIRE PRE-EMPTION SYS NW 9TH WALNUT BLVDLUMP SUM		50000000	100000	500000	100000	500000
031	FIRE PRE-EMPTION SYS PAC HY W WALNUT BLVLUMP SUM		50000000	100000	500000	100000	500000
032	FIRE PRE-EMPTION SYS PAC HY W CONIFR BLVLUMP SUM		60000000	100000	600000	100000	600000
TOTALS FOR ORIG. CONTRACT					34579950		33046811
PRICE AGREEMENTS							
3001A	12" CULVERT PIPE LIN FT		176500			113000	199445
3001B	18" CULVERT PIPE LIN FT		213000			132000	281160
3002A	SIGNAL REVISION LUMP SUM		9919500			100000	99195
3003A	CR FOR SIGNAL MATERIAL LUMP SUM		-47606000			100000	-476060
3004A	ADD WALK WAY LUMP SUM		9700000			100000	97000
3004B	ADD 1/4" TETHER CABLE LUMP SUM		18770000			100000	187700

PROGRESS ESTIMATE AND COST REPORT

04

FORM 81-734 3498 REV 9-72

TENSION

APPROVED

USED

199 CD

CONTRACT NO

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WORK DONE TO

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AWARDED

06 24 83

ESTIMATED DATE

OF COMPLETION

ESTIMATE NO

011

SM CORVALLIS CONSTRUC-

POST SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE		TO COMPLETE		GROUP FOR	PERFORMED SINCE	
QUANTITY	AMOUNT	QUANTITY	07/10/84 AMOUNT	QUANTITY	07/10/84 AMOUNT		LAST ESTIMATE QUANTITY	AMOUNT
100000	500000	100000	500000			1P		
100000	500000	100000	500000			1P		
100000	600000	100000	600000			1P		
	33046811		33046811					
113000	199445	113000	199445			1P		
132000	281160	132000	281160			1P		
100000	99195	100000	99195			1P		
100000	-476060	100000	-476060			IN)		
100000	97000	100000	97000			1P		
100000	187700	100000	187700			1P		

OREGON STATE HIGHWAY DIVISION

11/05/84

PROGRESS ESTIMATE

SECTION CONIFER BLVD-C. JLE BLVD (CORVALLIS)
HIGHWAY PACIFIC WEST
COUNTY BENTON

PECIFIED
COMPLETION
A) 200 CO
B)
C)

EXTENSION

APPROVED

TYPE WORK GRADING, PAVING & SIGNALS

CONTRACTOR

WILDISH CORVALLIS CONSTRUCTION

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
3004C	CHANGE MAST ARM	LUMP SUM	6270000			100000	62700
3004D	ADD 1/4" MESSINGER CABLE	LUMP SUM	3500000			100000	35000
3004E	INSTALL POLE #9	LUMP SUM	50800000			100000	508000
3005A	INSTALL #10 WIRE	LUMP SUM	15000000			100000	150000
	SUB-TOTAL P. A.						1144140
	TOTALS ALL EXCEPT F.A.						34190951
	FORCE ACCOUNTS						
801	RR XING						660024
802	ACCESS ROAD						407414
803	REPLACE COTTER PINS WITH SET SCREWS						73198
803	ATTACH ILLUMINATED SIGNS TO TETHER WIRE						369792
	ITEM TOTAL 803						442990

PROGRESS ESTIMATE AND COST REPORT

PAGE NO

05

FORM B1 734 3498 REV 9-72

XTENSION

APPROVED

USED
199 CD

CONTRACT NO. 9661
F.A.P. F 0091006

WORK DONE TO

PREFIX 002 1009
AWARDED 06 24 83
ESTIMATE NO. 011

ESTIMATED DATE
OF COMPLETION

SH CORVALLIS CONSTRUC-

POST SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 07/10/84		TO COMPLETE 07/10/84		GROUP PORT	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	62700	100000	62700			1P		
100000	35000	100000	35000			1P		
100000	508000	100000	508000			1P		
100000	150000	100000	150000			1P		
	1144140		1144140					
	34190951		34190951					
	660024		660024			1N		
	407414		407414			1N		
	73198		73198			1N		
	369792		369792			1P		
	442990		442990					

OREGON STATE HIGHWAY DIVISION

11/05/84

PROGRESS ESTIMATE

SECTION CONIFER BLVD-C1 JLE BLVD (CORVALLIS)

HIGHWAY PACIFIC WEST

COUNTY BENTON

ECIFIED
COMPLETION

A) 200 CD
B)
C)

EXTENSION

APPROVED

TYPE WORK GRADING, PAVING & SIGNALS

CONTRACTOR

WILDISH CORVALLIS CONSTRUCT-

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
	SUB-TOTAL F. A.						1510428
	* TOTAL PAY COSTS				34579950		35701379
	STATE FORCE ORDERS						
92001	PERM PAVEMENT STRIPING 94002						500000
92002	ST FURN TRAFF CONTROLLER PROGRAM 94003						150000
92003	SIG CONTROLLER TEST & TURN-ON 94004						663500
92004	BIKEWAY STRIPING & LEGEND 94005						50000
92005	SPTC PROTECTIVE COSTS 94001						500000
92006	SPTC PRE-EMPTION SYSTEM						1020000
92007	STATE FURNISHED SIGNAL MATERIAL						476050
	SUB-TOTAL STATE FORCES						3359550
	ADD. ANTICIP. ITEMS						
94001	SPTC PROTECTIVE COSTS SFO 5				500000		
94002	PERM PAVEMENT STRIPING 92001				850000		

PROGRESS ESTIMATE AND COST REPORT

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06

FORM 81 734 3498 REV 912

TENSION

APPROVED

USED
199 CD

CONTRACT NO. 9661
CAP F 0091006

WORK DONE TO

002 1009
06 24 83
011

ESTIMATED DATE
OF COMPLETION

SH CORVALLIS CONSTRUC-

POST SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 07/10/84		TO COMPLETE 07/10/84		GROUP POR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	151042R		151042R					
	35701379		35701379					
	500000		404845		95155	1P		
	150000		124975		25025	1P		
	663500		663500			1P		
	50000				50000	8P		
	500000				500000	1P		
	1020000		811240		208760	1N		
	476060		476060			1N		
	3359560		2480620		878940			
						1P		
						1P		

OREGON STATE HIGHWAY DIVISION

11/05/84

PROGRESS ESTIMATE

SECTION CONIFER BLVD-CIRCLE BLVD (CORVALLIS)

HIGHWAY PACIFIC WEST

COUNTY BENTON

ECIFIED
COMPLETION

A) 200 CD
B)
C)

EXTENSION

APPROVED

TYPE WORK GRADING, PAVING & SIGNALS

CONTRACTOR

WILDISH CORVALLIS CONSTRUC-

ITEM NO.	ITEM NAME		UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
	UNIT			QUANTITY	AMOUNT	QUANTITY	AMOUNT
94003	ST FURN TRF CONTROLR PROG 92002				150000		
94004	SIG CONTROLR TEST&TURN-ON 92003				577500		
94005	BIKEWAY STRIPING & LEGEND 92004				50000		
98998	INC PROJ AUTH LESS ENGR APP 7-31-84				1623671		
98999	CONTINGENCIES				1651835		
99998	INC PROJ ENGR APP 7-31-84				2446329		
99999	ENGINEERING				3303671		5750000
GRAND TOTALS					45732956		44810939
RESIDENT ENGINEER -----				DATE -----		DIVISION ENGINEER -----	

OREGON STATE HIGHWAY DIVISION
CERTIFICATION OF STATE FORCE ORDER COMPLETION

Project Name: Conifer Blvd-Circle Blvd.(Corvallis) Contract No. 9661
Prefix: 2-1009 F.A. No. F-9-1(6)

I hereby certify that all work under the below listed orders for this project were performed as authorized:

<u>SFO NUMBER</u>	<u>DATE STARTED</u>	<u>DATE COMPLETED</u>
<u>1</u>	<u>permanent pavement striping</u>	<u>11/19/84</u>
<u>2</u>	<u>State furn. traf. controller pbog.</u>	
<u>3</u>	<u>signal controller testing & turn-on</u>	
<u>5</u>	<u>RR protective costs</u>	
<u>6</u>	<u>signal work by RR</u>	
<u>7</u>	<u>furnish signs</u>	
<u>4</u>	<u>bikeway striping & legend</u>	<u>not yet completed</u>

Date: 11/19/84

By: Alva D. Vohland
Alva D Vohland

Title: Project Manager

cc: Traffic
Program Management
Contract Payments
Region Engineer
File

10222M

PROGRAM SECTION

MANAGER _____ RESOURCE UNIT _____
FA UNIT _____ PROGRAM UNIT _____

NOV 20 1984

REFER TO _____

R/D _____ ACT _____ REPLY _____
DISC _____ INFO _____ FILE _____

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE
FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO (Insert official or depository named in project agreement)

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE (Check Appropriate Block)

☐ CURRENT BILLING

VOUCHER PERIOD

FROM

5/25/83

☐ OTHER PROGRESS

FEDERAL AID PROJECT NO.

TO

3/26/86

☒ FINAL VOUCHER (*)

F 9-1(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL
ACTUAL COSTTOTAL
PARTICIPATING
COSTPRO-RATA OF
PARTICIPATING
COST CLAIMED
FROM U.S.TOTAL AMOUNT
CLAIMED
FROM U.S.LESS PREVIOUS
PAYMENTSNET AMOUNT
CLAIMED

Federal Dollars Limited

010

\$433,161.52

\$75,215.47

.8815

\$66,302.44

\$66,302.44

\$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

Oregon

DATE

6/15/88

SIGNATURE OF AUTHORIZED OFFICIAL

R. R. Rasmussen Asst. ControllerI certify that supporting records for costs claimed, and the referenced project
(if applicable), have been subjected to required reviews, approvals and inspections
by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

\$ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	CONIFER BLVD. - CIRCLE BLVD. (CORVALLIS) PACIFIC WEST HIGHWAY BENTON COUNTY					
	Construction Type Code Y008 Roadway (Sta. 89+00 to Sta. 111+00)					
SFO	#1 Final Contract Payment Summary	Lump Sum		\$	59,227.51	
	Permanent Pavement Striping	All Required			3,447.10	
	TOTAL PARTICIPATING TYPE CODE Y008			\$	62,674.61	
	Type Code Y031 Traffic Signals (2 Location)					
SFO	#2 State Furnished Traffic Controller	All Required		\$	575.00	
SFO	#3 Signal Controller Testing and Turn On (State)	All Required			6,635.00	
	TOTAL PARTICIPATING TYPE CODE Y031			\$	7,210.00	
	TOTAL PARTICIPATING CONSTRUCTION			\$	69,884.61	
	Construction Engineering					
	State	All Required		\$	5,198.85	
	Misc. Project Cost					
	EEO Monitory Expense	All Required			132.01	
	TOTAL PARTICIPATING PROJECT COST			\$	75,215.47	
	Non Participating Project Cost					
SFO	#7 Final Contract Payment Summary	All Required		\$	299,812.28	
	Furnish Signs to Subcontractor (State)	All Required			4,580.80	
	Interest on Final Payments (State)	All Required			153.86	
	Construction Engineering (State)	All Required			53,399.11	
	TOTAL NON PARTICIPATING PROJECT COST			\$	357,946.05	
	TOTAL PROJECT COST			\$	433,161.52	
	Prepared based on Participating Cost as shown on the Federal Billing as of June 16, 1988.					
AMOUNT CARRIED FORWARD						

1983 Retz Creek Slide Sec., 9662
Ore. Coast Hwy. 3 mi. S. of
Port Orford. (gr, pav)



rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 3	COUNTY Curry	DIVISION Oregon
DATE OF REPORT 3/18/85	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-2-1(18)
COMPLETION DATE (Actual) 7/3/84	ACCEPTANCE DATE BY CONTRACT AGENCY 11/28/84	TIME ELAPSED SEE BELOW %	CONTRACT TIME SCD 10/31/83
LOCATION US 101, 2.7 miles South of Port Orford, South 0.56 miles			
The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over \$500,000) A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.			
REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work. <u>RETZ CREEK SLIDE AREA</u> <u>OREGON COAST HIGHWAY</u> <u>Grading & Paving</u> Work completed under this project consisted of the construction of roadbed grading, aggregate base, asphalt concrete pavement, drainage and other incidental work common to this type project. A contract in the amount of \$389,746.60 was awarded Bracelin - Yeager Excavating and Trucking, Inc., on 6/23/83. Work began on 7/6/83 and was completed in reasonable close conformance with the approved plans and specification, including approved changes, on 7/3/84 at a final cost of \$477,095.36 which includes \$328,345.61 for original bid item work, \$79,771.53 for work completed under approved price agreements, \$2,902.10 for State force work, \$73,726.12 for construction engineering and \$7,650 credit for liquidated damages. This contract provided for two specified completion dates as follows: a) all paving to be completed not later than 9/30/83, b) all work to be completed not later than 10/31/83. As a result of time extensions approved on 1/30/84 the completion date under part (a) was extended to 10/20/83 and part (b) was extended to 11/20/83. Liquidated damages in the amount of \$7,650 were assessed accordingly for the 51 days overrun in contract time. All overruns and underruns have been explained by the State. A copy of the explanation is attached to the Division Office copy of this report.			
ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE Original signed by G. K. Hossner C. T. CHRISTIANSON	
TITLE Area Engineer		TITLE Field Operations Engineer	
DATE 3/22/85		DATE 3/22/85	

NOTED
W. E. SCHWARTZ

RECEIVED STATE HWY ENGR							
MAR 25 '85							
REFER TO Fredrickson							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	



r11

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 3	COUNTY Curry	DIVISION Oregon
DATE OF REPORT 3/18/85	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-2-1(18)
COMPLETION DATE (Actual) 7/3/84	ACCEPTANCE DATE BY CONTRACT AGENCY 11/28/84	TIME ELAPSED SEE BELOW %	CONTRACT TIME SCD 10/31/83
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REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work. <u>RETZ CREEK SLIDE AREA</u> <u>OREGON COAST HIGHWAY</u> <u>Grading & Paving</u> Work completed under this project consisted of the construction of roadbed grading, aggregate base, asphalt concrete pavement, drainage and other incidental work common to this type project. A contract in the amount of \$389,746.60 was awarded Bracelin - Yeager Excavating and Trucking, Inc., on 6/23/83. Work began on 7/6/83 and was completed in reasonable close conformance with the approved plans and specification, including approved changes, on 7/3/84 at a final cost of \$477,095.36 which includes \$328,345.61 for original bid item work, \$79,771.53 for work completed under approved price agreements, \$2,902.10 for State force work, \$73,726.12 for construction engineering and \$7,650 credit for liquidated damages. This contract provided for two specified completion dates as follows: a) all paving to be completed not later than 9/30/83, b) all work to be completed not later than 10/31/83. As a result of time extensions approved on 1/30/84 the completion date under part (a) was extended to 10/20/83 and part (b) was extended to 11/20/83. Liquidated damages in the amount of \$7,650 were assessed accordingly for the 51 days overrun in contract time. All overruns and underruns have been explained by the State. A copy of the explanation is attached to the Division Office copy of this report.			
ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE Original signed by G. K. Hossner C. T. CHRISTIANSON	
TITLE Area Engineer	DATE 3/22/85	TITLE Field Operations Engineer	DATE 3/22/85

NOTED
W. E. SCHWARTZ

RECEIVED STATE HWY ENGR						
MAR 25 '85						
REFER TO Fredrickson						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

STATE COPY

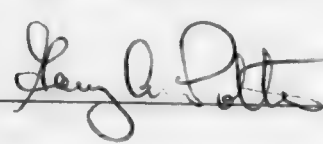
TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER <u>1-57</u>					State <u>OREGON</u>	
PROJECT REPORT NUMBER					County <u>CURRY</u>	
MODIFICATION NUMBER <u>4</u>					Project Number <u>F-2-1(18)</u>	

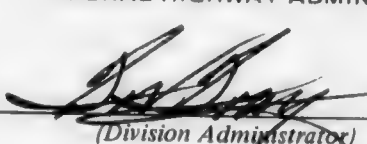
The Project Agreement for the above-referenced project entered into between the undersigned parties
and executed by the Division Administrator on August 24, 19 83,
is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>470,000</u>	\$ <u>484,000</u>
Federal funds	\$ <u>414,305</u>	\$ <u>426,646</u>
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of January, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By 
Manager, Program Section
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By 
(Division Administrator)
For: Dale E. Wilken

BY FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By _____
(Title)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 28, 1984

FEDERAL AID PROJECT NO. F-2-1(18)

REITZ CREEK SLIDE
OREGON COAST HIGHWAY
CURRY COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (Sta. 15+50 to Sta. 45+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Furnish & Place Class "C" AC (PA #6)	\$ 12.50	557.48	\$ 6,968.55	975.88	\$ 12,198.50
SUBTOTALS			\$ 6,968.55		\$ 12,198.50
SubTOTAL from Estimate of November 8, 1984					
Increase					
SUBTOTAL					
Engineering					
TOTAL					

\$ 5,229.95
\$ 415,640.00
\$ 420,869.95
63,130.05
\$ 484,000.00

Federal Funds (88.15%) ----- \$426,646.00
State Funds ----- 57,354.00

TOTAL \$484,000.00

Group 1: 100%
Contract No. 9662
Prefix: 8-1936
Prefix: 8-1070

WH:pf

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER <u>11-175</u>				State Oregon	
PROJECT REPORT NUMBER				County Curry	
MODIFICATION NUMBER 3				Project Number F-2-1(18)	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **August 24**, 19 **83**, is hereby modified as follows:

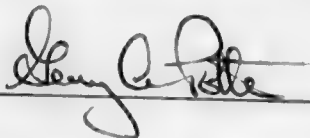
	Former amount	Revised amount
Estimated total cost of project	\$ <u>470,000.00</u>	\$ <u>474,000.00</u>
Federal funds	\$ <u>414,305.00</u>	\$ <u>417,831.00</u>
Other revisions		

This modification is made for the following reasons: **to include increase in construction engineering costs.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of November, 1984.

OREGON STATE HIGHWAY DIVISION*(Official name of Highway Agency)*

By

**Manager, Program Section***(Title)*U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By


*(Division Administrator)***For: Dale E. Wilken****XXX For: H.S. Coulter, P.E.****State Highway Engineer***(Title)*

By

(Title)

Oregon State Highway Division
Salem, Oregon November 8, 1984

Federal-Aid Project No. F-2-1(18)

Retz Creek Slide
Oregon Coast Highway
Curry County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 15+50 to Sta. 45+00)

Subtotal from estimate of October 1, 1984

	\$	415,640.00
Engineering		58,360.00
Total	\$	<u>474,000.00</u>

Length of Project

0.00 mi.

Federal Funds (88.15%)
State Funds
Total

\$	417,831.00
	<u>56,169.00</u>
\$	<u>474,000.00</u>

Group 1 100%
Contract No. 9662
Prefix: 8-1936
Prefix: 8-1070

WH :bkb

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER <i>10-31</i>	PROJECT REPORT NUMBER		State Oregon	County Curry	
MODIFICATION NUMBER 2			Project Number F-2-1(18)		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **August 24**, 19 **83**, is hereby modified as follows:

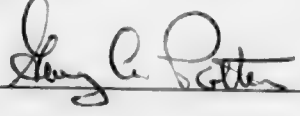
	Former amount	Revised amount
Estimated total cost of project	\$ <u>461,000.00</u>	\$ <u>470,000.00</u>
Federal funds	\$ <u>406,370.00</u>	\$ <u>414,305.00</u>
Other revisions		

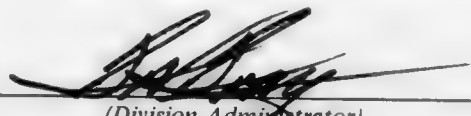
This modification is made for the following reasons: **to include increased construction costs.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By 

By 
(Division Administrator)

Manager, Program Section
(Title)

For: Dale E. Wilken

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____
(Title)
1

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 1, 1984

FEDERAL AID PROJECT NO. F-2-1(18)

RETZ CREEK SLIDE
OREGON COAST HIGHWAY
CURRY COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (STA. 15+50 to STA. 45+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Furnish & Place Class "C" AC (PA #6)	12.50	---	---	557.48	6,968.55
					Subtotal \$ 6,968.55
					Increase \$ 6,968.55
					Subtotal from Estimate of April 19, 1984 408,671.45
					Subtotal \$415,640.00
					Engineering 54,360.00
					Total \$470,000.00

Length of Project 0.00 mi.

Federal Funds (88.15%)	\$414,305.00
State Funds	55,695.00
Total Cost	\$470,000.00

Group 1 100%
Contract No. 9662
Prefix: 8-1936
Prefix: 8-1070
WH:bkb

7602

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER	5-66		State	OREGON
PROJECT REPORT NUMBER			County	CURRY
MODIFICATION NUMBER	1		Project Number	F-2-1(18)

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

5-7-84

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **August 24**, 1983

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 441,771.00	\$ 461,000.00
Federal funds	\$ 389,421.00	\$ 406,370.00
Other revisions		

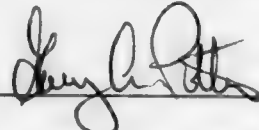
This modification is made for the following reasons: **To include increase in construction costs and construction engineering costs.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the

7th day of May, 1984

Oregon State Highway Division
(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By 
Manager, Program Section
(Title)

By 
(Division Administrator)
For: Dale E. Wilken

~~XX~~ **For: H. S. Coulter**

State Highway Engineer
(Title)

By _____
(Title)

Oregon State Highway Division
Salem, Oregon April 19, 1984

Federal Aid Project
No. F-2-1(18)

Retz Creek Slide
Oregon Coast Highway
Curry County

Type Code SFTY
Roadway (Sta. 15+50 to Sta. 45+00)

REVISED PROJECT AGREEMENT ESTIMATE

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Coarse Aggr. Base (See P.A. #3)	6.80	5,790	\$39,372.00	-0-	\$ 0.00
3/4"-0 Aggr. Base (See P.A. #3)	6.80	1,045	7,106.00	-0-	0.00
1"-0 Aggr. Base (P.A. #3)	6.50	-0-	-0-	9,381	60,976.50
Prepare Base for RCBC Ext. (P.A. #1)		-0-	-0-	All Required	1,800.00
Drainage Curbs (P.A. #5)		-0-	-0-	" "	3,147.35
Subtotals			\$46,478.00		\$ 65,923.85

Increase
Subtotal of Previous Estimate
Subtotal
Engineering
Total
\$ 19,445.85
389,225.60
\$408,671.45
52,328.55
\$461,000.00

Length of Project 0.00 mi.

Federal Funds (88.15%)
State Funds

Total Cost

Group - 100%
Contract No. 9662
Prefix: 8-1936
Prefix: 8-1070

\$406,370.00
54,360.00
\$461,000.00

RHZ:cm

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-146	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	State Oregon County Clatsop Project No. F-2-1(18)
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.		
PROJECT TERMINI Retz Creek Slide		
PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-25-83	0.00
OTHER (Specify)		
FUNDS PRO RATA 88.15%		
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS	
\$ 441,771.00	\$ 389,421.00	
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.		
OREGON STATE HIGHWAY DIVISION <i>(Official name of Highway Agency)</i> By Manager, Program Section <i>(Title)</i> xxx For: H.S. Coulter, P.E. <i>(Title)</i> State Highway Engineer <i>(Title)</i> By _____ <i>(Title)</i>	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By <i>(Division Administrator)</i> For: Dale E. Wilken Date executed by Division Administrator 8-24-83	

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon August 23, 1983

Federal-Aid Project No. F-2-1(18)

Retz Creek Slide
Oregon Coast Highway
Curry County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY

Roadway (Sta. 15+50 to Sta. 45+00)

Mobilization	98% All Required		\$ 33,810.00
Temporary Protection and Direction of Traffic	All Required		12,500.00
Temporary Signs	200 Sq. Ft.	6.00	1,200.00
Temporary Barricades	2 Each	50.00	100.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	350 Lin. Ft.	1.00	350.00
Flagmen	1,500 Hour	0.50	750.00
Pilot Car	120 Hour	1.00	120.00
Clearing and Grubbing	94% All Required		8,930.00
Removal of Structures and Obstructions	All Required		3,000.00
Ditch Excavation	620 Cu. Yd.	2.40	1,488.00
General Excavation	26,053 Cu. Yd.	2.20	57,316.60
Trench Excavation	400 Cu. Yd.	10.00	4,000.00
Finishing Roadbed and Slopes	94% All Required		5,640.00
Watering	243 M-Gal.	1.00	243.00
Filter Fabric Membrane	8,040 Sq. Yds.	0.95	7,638.00
Coarse Aggregate Base	5,790 Ton	6.80	39,372.00
3/4"-0 Aggregate Base	1,045 Ton	6.80	7,106.50
Class "B" Asphalt Concrete	3,756 Ton	32.50	122,070.00
Structural Concrete in Box Culvert	31 Cu. Yd.	295.00	9,145.00
Reinforcement in Box Culvert	4,200 lbs.	0.50	2,100.00
8-inch Culvert Pipe	60 Lin. Ft.	8.00	480.00
18-inch Culvert Pipe	384 Lin. Ft.	12.00	4,608.00
Concrete Inlet Type "G-2"	2 Each	350.00	700.00
Concrete Inlet Type "G-2MA"	1 Each	375.00	375.00
Concrete Manhole	1 Each	1,600.00	1,600.00
8-inch Drain Pipe	1,675 Lin. Ft.	6.25	10,468.75
Filter Fabric	1,825 Sq. Yd.	0.95	1,733.75
Gravel in Drains	260 Cu. Yd.	15.00	3,900.00
Guard Rail, Type 2A	3,840 Lin.Ft.	8.00	30,720.00
Guard Rail Anchors, Type 1	6 Each	300.00	1,800.00
Guard Rail Anchors, Type 2	3 Each	400.00	1,200.00
Rail End Pieces, Type C	4 Each	85.00	340.00
Concrete Curbs	215 Lin. Ft.	5.00	1,075.00
Extra for Asphalt Approaches	7 Each	180.00	1,260.00
Loose Riprap, Class 50	50 Cu. Yd.	14.50	725.00

Grouted Riprap, Class 50	10 Cu. Yd.	45.00	450.00
Delineators, Type 2	21 Each	25.00	525.00
Delineators, Type 4	48 Each	12.00	576.00
Roadside Seeding and Mulching	2 Acre	900.00	1,800.00
			\$ 381,425.60

Anticipated Items

Permanent Pavement Striping	All Required	\$ 2,800.00
Temporary Erosion Control	All Required	5,000.00
		\$ 7,800.00
	Subtotal	\$ 389,225.60
	Engineering	52,545.40
	Total	\$ 441,771.00

Length of Project ----- 0.00 mi.

Federal Funds (88.15%)	\$ 389,421.00
State Funds	52,350.00
Total Cost	\$ 441,771.00

Group 1 100%
 Contract No. 9662
 Prefix: 8-1936
 Prefix: 8-1070

Retz Creek Slide
Nonparticipating-State Work

Mobilization	2% All Required		\$	690.00
Clearing and Grubbing	6% All Required			570.00
Ditch Excavation	50 Cu. Yd.	2.40		120.00
Trench Excavation	60 Cu. Yd.	10.00		600.00
Finishing Roadbed and Slopes	6% All Required			360.00
Watering	7 M-Gal.	1.00		7.00
Coarse Aggregate Base	160 Ton	6.80		1,088.00
3/4"-0 Aggregate Base	55 Ton	6800		374.00
Class "B" Asphalt Concrete	4 Ton	32.50		130.00
24-inch Culvert Pipe	134 Lin. Ft.	21.00		2,814.00
Concrete Inlets, Type D	1 Each	300.00		300.00
Guard Rail, Type 1	63 Lin. Ft.	7.00		441.00
Extra for Asphalt Ditch Lining	35 Sq. Yd.	5.00		175.00
Loose Riprap, Class 700	45 Cu. Yd.	14.50		652.50
			\$	<u>8,321.50</u>

December 7, 1984

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9662

Gentlemen or Ladies:

On December 3, 1984, we wrote to you concerning release of final payment on Contract No. 9662 awarded to Bracelin-Yeager Excavating and Trucking, Inc. for work on the Retz Creek Slide Section of the Oregon Coast Highway in Curry County.

Final payment on this contract is \$5,000.00 and the total contract amount is \$400,467.14. No work was performed under force account.

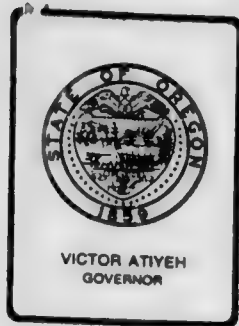
Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Bracelin-Yeager Excavating
and Trucking, Inc.
3055 Ocean Blvd.
Coos Bay, OR 97420

bc: C. O. Fredrickson
Walt Hart
James J. Gix



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 8, 1984

TO: Oregon Transportation Commission

In Reply Refer to
File No.: CON 5

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Retz Creek Slide Section
Oregon Coast Highway, Curry County
Contract No. 9662

This federal aid project has been completed and it is now apparent that the final cost will exceed the project authorization by \$27,300 or six percent.

In order to attain a more satisfactory connection of the new roadway to the old roadway at the northerly end of the project, it was necessary to remove a larger quantity of material than was anticipated, and to use more aggregate base material in construction. This eliminated a hump in the grade line and resulted in an improved ride. This work added more than \$21,700 to the cost of the project.

The overrun of the contract time limit by the contractor, together with the remote location of the project in relationship to the engineering crew's headquarters and the necessity to properly monitor, inspect and document additional contract work resulted in an overrun of construction engineering charges.

There are sufficient funds available in the category of work and all the increase, except \$ 4,500.00, is eligible for federal participation. This amount is partially offset by liquidated damages recovered from the contractor.

I recommend that the authorization be increased by \$27,300.00 to a new total of \$478,515.39. This matter will be on the consent calendar for the November 20 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell



STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 8, 1984

FROM: *O. B. Jackmond*
O. B. Jackmond, P.E., P.L.S.
Contract Administration EngineerSUBJECT: Request for Increase in Project Authorization
Retz Creek Slide Section
Oregon Coast Highway, Curry County
Contract No. 9662

This federal aid project has been completed and it is now apparent that the final cost will exceed the project authorization by \$27,300 or six percent.

In order to attain a more satisfactory connection of the new roadway to the old roadway at the northerly end of the project, it was necessary to remove a larger quantity of material than was anticipated, and to use more aggregate base material in construction. This eliminated a hump in the grade line and resulted in an improved ride. This work added more than \$21,700 to the cost of the project.

The overrun of the contract time limit by the contractor, together with the remote location of the project in relationship to the engineering crew's headquarters and the necessity to properly monitor, inspect and document additional contract work resulted in an overrun of construction engineering charges.

There are sufficient funds available in the category of work and all the increase, except \$ 4,500.00, is eligible for federal participation. This amount is partially offset by liquidated damages recovered from the contractor.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$27,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
F. D. Morrison
B. M. Walton
W. F. CobineNOTED
W. E. SCHWARTZ

RECEIVED STATE HWY ENGR						
NOV 8 '84						
REFER TO						
FOR						
Info	Inv.	R/D	D/R	Sign	Act	File

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

Retz Creek Slide

WEEK ENDING

July 21, 1984

SECTION PREFIX

8-1070-900

HIGHWAY

Oregon Coast

COUNTY

Curry

NAME OF JOB

Retz Creek Slide

CONTRACTOR

Bracelin-Yeager Excavating & Trucking

DATE OF CONTRACT

June 23, 1983

KIND OF WORK

Grading & Paving

CONTRACT NUMBER

9662

FEDERAL AID PROJECT NUMBER

F-2-1(18)

DATE WORK STARTED

July 6, 1983

ESTIMATED COMPLETION DATE

June 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

0

SUPERVISION

0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

SPECIFIED COMPLETION DATE

9/30/83 to 10/31/83

WORK DAYS USED

CALENDAR DAYS USED

PERCENT OF TIME ELAPSED

100

PROJECT AUTHORIZATION:

\$ 415,215.30

EXCLUSIVE OF ENGINEERING:

\$ 415,436.20

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING

\$ 401,545.37

ENGINEERING
AUTHORIZATION

\$ 35,799.19

This week
ENGINEERING
COST TO DATE

303.37

\$ 65,779.99

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

100

DATE PROJECT WAS COMPLETED:

7-3-84

PERCENT OF
AUTHORIZATION

184 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		
		GRADING		SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		.56					
MILES PARTIALLY COMPLETED		.56					
MILES COMPLETED		.56					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		26,053		7,050			3,760
TOTAL QUANTITIES CORRECTED TO DATE		21,676		9,595			9,595
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		21,676		9,595			3,712
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							
EQUIPMENT USED DURING THE WEEK:							

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY				
SUNDAY 15	Clear	0						
MONDAY 16	Clear	0						
TUESDAY 17	Clear	0						
WEDNESDAY 18	Clear	0						
THURSDAY 19	Clear	0						
FRIDAY 20	Clear	0						
SATURDAY 21		0						

CE.....CAE.....**RECEIVED**LS.....TC.....
COE.....OM.....SA.....CC.....
CA.....**JUL 23 1984**FE.....
CAN.....MA.....
CP.....CONSTRUCTION QCS.....
REQ.....SECTION FILE.....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	15	No Activity
MONDAY	16	No Activity
TUESDAY	17	No Activity
WEDNESDAY	18	No Activity
THURSDAY	19	No Activity
FRIDAY	20	No Activity
SATURDAY	21	No Activity

REMARKS

Project completed July 3, 1984. Semi-final submitted to Region July 16, 1984
This will be the last weekly report.

SIGNED

Henry L. Nichols

LOCATION

Coquille, OR

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

r11 LETTER OF APPROVAL AND/OR AUTHORIZATION		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. F-2-1(18)							
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		4. PROGRAM NO. 5. ITEM NO. 20135		2. STATE PROJECT NO. See Below 2A. COUNTY NAME Curry							
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon				RECEIVED STATE HWY ENG JUN 4 '84 REFER TO Potter FOR							
7. DATE AUTHORIZATION EFFECTIVE 3/14/84		8. FEDERAL ROUTE NUMBER Primary 2		9. STATE ROUTE NUMBER Primary 9							
10. GENERAL LOCATION: Retz Creek Slide Section											
11. GENERAL DESCRIPTION OF WORK Patch sink areas with AC pavement											
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; margin-top: 10px;"> <tr> <td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td> <td>☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td> </tr> <tr> <td>☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION</td> <td>☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS</td> </tr> <tr> <td>☐ ACQUISITION OF RIGHT-OF-WAY</td> <td>☐ OTHER (Specify)</td> </tr> </table>						☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS										
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS										
☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)										
13. REMARKS Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/14/84 as requested in Mr. Fredrickson's letter of 5/18/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of \$3,000, Federal Funds \$2,645.											
14. DATE 5/29/84		15. SIGNATURE OF APPROVING OFFICIAL 		16. TITLE for Division Administrator							

January 30, 1984

CON

Bracelin-Yeager Excavating
& Trucking, Inc.
3055 Ocean Boulevard
Coos Bay, OR 97420

Second Time Extension Request
Retz Creek Slide
Contract No. 9662
FAP No. F-2-1(18)

Your second request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 38 calendar days due to rainfall between October 28 and December 9, 1983 and one additional calendar day due to the extruded curb work added by Price Agreement No. 5.

This contract was awarded on June 23, 1983 and the contract provisions (Section 108.08 of the Special Provisions) stated that, "(a) All paving shall be completed not later than September 30, 1983." and, "(b) All work to be done under the contract shall be completed not later than October 31, 1983." Therefore, rainfall which delayed paving and which occurred after expiration of contract time is not a valid reason for adjustment of contract time and this portion of your request is denied.

The performance of the extruded curb work added by Price Agreement No. 5 is a valid reason for adjustment of contract time and a contract time adjustment of one additional calendar day to both phase (a) and phase (b) of the project is granted.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager Frank Morrison.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
F. D. Morrison w/att.
FHWA w/att.
Bob Church



STATE OF OREGON

INTROFFICE MEMO

TO: J. X. Wilson, Region Const. Engr.

DATE: December 23, 1983

FROM: *F. D. Morrison*
F. D. Morrison, Project ManagerSUBJECT: Contractor's Request for Adjustment of Contract
Retz Creek Slide
Oregon Coast Hwy. - Curry Co.
Contract No. 9662

CE	RECEIVED	OM
CAF		CA
FOE		LS
OCS	DEC 30 1983	TC
Time		FE
SCS	CONSTRUCTION	CP
FO	SECTION	

Attached is the contractor's request for adjustment of contract time on the above subject section.

The contractor was paving on October 28, 1983, when it started to rain. We would not allow the contractor to pave under the weather conditions. The only work remaining on the project was paving and then the final adjustment of the guard rail. If the guard rail was adjusted, we could not pave out to the face of the rail. The guard rail was up but the blocks were on the back of the posts. On November 28, 1983 the contractor was allowed to place A. C. Pavement and finished placing A. C. on December 2, 1983. Right after the paving was completed, the guard rail was completed, which was Dec. 8, 1983. The pavement still has some work to do in order to meet surface tolerance specifications, that is why we shut off the contractors time on December 9, 1983.

I recommend that we grant the contractor 38 days for the time we would not allow him to pave, when all remaining work hinged on getting the A. C. down. I feel that I should have shut him down on the 28th of October, but I did not.

As for the one day for extruded curbs, the contract did not call for any drainage curbs. I felt that the curbs were needed and had them installed which took part of one day, after the A. C. was placed. I recommend one day for this added work.

I recommend that we grant the contractor his requested 39 days.

At this time, the contractor has been assessed 62 days of excess time on this contract, so the added days will not cover all of the Liquidated Damages on the contract.

W. E. Schwartz - I do not agree with the recommendation to grant time due to rainfall in November-December on the So. Oregon coast when the paving work was specified to be completed by Sept. 30. [This was changed to Oct. 12 by prior time ext.]. The one day due to extra work should be granted. The weather delay should be denied. Overpayment.

12-29-83

cc: O.B. Jackmond - The time the Contractor couldn't pave is all I can begin to justify (30 days).

J. X. W.

ROSEBURG REGION
RECEIVED

DEC 28 1983

RE	ED	RUS	RDS	FAS
RTS	ATS	TI	RSR	RPR
RLE	GEO	RBI	SEC	AA

January 30, 1984

CON

Bracelin-Yeager Excavating
& Trucking, Inc.
3055 Ocean Boulevard
Coos Bay, Oregon 97420

Time Extension Request
Retz Creek Slide
Contract No. 9662
FAP No. F-2-1(18)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 20 calendar days due to nine individual items of extra or additional work.

1. Correct unsuitable subgrade under box culvert:

A contract time adjustment of five calendar days is granted.

2. Adjust Inlet:

A contract time adjustment of one calendar day is granted.

3. Additional Manhole:

A contract time adjustment of 1 1/2 calendar days is granted.

4. Additional C.M.P. Culvert:

A contract time adjustment of one calendar day is granted.

5. Additional Highway Crossing:

No adjustment of contract time. Time for this is included in No. 4, above.

6. Extra for Pipe Under Pavement:

No adjustment of contract time. Time for this is included in No. 4, above.

Bracelin-Yeager Excavating & Turcking, Inc.
January 30, 1984
Page 2

7. Removal of Additional A.C. Pavement:

No adjustment of contract time. Work covered by contract documents.

8. Additional Base Rock:

A contract time adjustment of three calendar days is granted.

9. Additional Tons of A.C. Pavement:

No adjustment of contract time. Additional A.C. pavement was not required.

In summary, a contract time adjustment of an additional 11 1/2 calendar days is granted for both phase (a) and phase (b) of this contract. Should you wish to further review this matter, or to submit additional data, please contact Project Manager Frank Morrison.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
F. D. Morrison w/att.
FHWA w/att.
Bob Church



STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO:

Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM:

Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT:

Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

NOTED
S. HUNTER

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED TECHNICAL SERVICES	AUG 15 '83	REFER TO	FOR	Info
				Invest
				R/D
				D/R
				Sign
				Act



Robert N. Bothman
August 12, 1983
Page 2

The slide occurred in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

July 12, 1983

Bracelin-Yeager Excavating & Trucking, Inc.
3055 Ocean Blvd.
Coos Bay, OR 97420

CON 5

#9662

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9662 for work on the Retz Creek Slide Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bk
Enclosure

cc: Industrial Indemnity Co.
Attn: Bond Department
421 SW 6th Avenue
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
Robert Church
Janice Peterson
James Gix
F. D. Morrison

BRACELIN - YEAGER

EXCAVATING AND TRUCKING, INC.

3055 OCEAN BLVD. • COOS BAY, OREGON 97420

TELEPHONE 503 269-1915

June 21, 1983

Office of Commission Services
Room 121
State Transportation Bldg.
Salem, Ore. 97310

Retz Creek Slide Section, Oregon Coast Highway #9662
Grading and Paving Project.

Gentlemen:

The following are the minority and women owned sub-contractors
we propose to use on the above named project:

Minority - Arrow Brothers Corp.
310 AGC Center
9450 Commerce Circle
Wilsonville, Ore. 97070

Item 9	\$1,350.00
Item 31	441.00
Item 32	30,720.00
Item 33	1,800.00
Item 34	1,200.00
Item 35	340.00
Item 42	525.00
Item 43	576.00
	<u>\$36,952.00</u>

Women-Owned - Anderson Erosion Control, Inc.
P. O. Box 205, Junction City, Ore. 97448.

Item 44 \$1,800.00

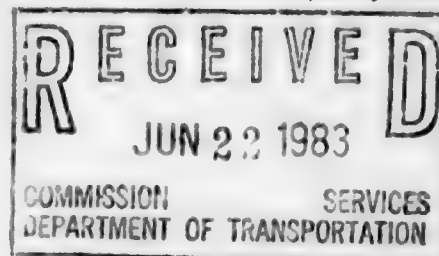
Women-Owned:- Versa-Steel, Inc.
3601 N. W. Yeon, Suite 105
Portland, Ore. 97210 (supplier)

Items 15, 21, 22, 23, 28, 29 - Total \$14,880.12

Sincerely,

Irvin Yeager

Irvin Yeager
President



cc Kay

FILES

June 8, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 16, 1983 on the following projects:

1. Davenport Road-Powder River
Chandler Lane, Baker County
Paving

Eleven-foot lanes with 5-foot aggregate shoulders. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Conifer Boulevard-Circle Boulevard (Corvallis)
Pacific Highway West, Benton County
Grading, Paving and Signals

Twelve-foot lanes with left-turn median lane and 6-foot shoulder bikeways. Pedestrian signals will be installed at major intersections on this project.

3. Retz Creek Slide
Oregon Coast Highway, Curry County
Grading and Paving.

Slide correction. Eleven-foot lanes with 4-foot shoulders. Eleven-foot climbing lane as required. Shoulders on this section will be designated as Narrow Bike Lanes. Additional width is not available due to the instability of the embankment in this area.

4. Round Butte Rock Production
West of Madras, Jefferson County
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting
Page 2

5. Warner Rock Production
Warner Highway, Lake County
Aggregate Crushing

Same as No. 4.

6. West 1st Avenue-S.P.T.C. X'ing (Eugene)
Van Buren Street, Lane County
Traffic Signals

Pedestrian signals will be installed on this project.

7. Zoo Exit-Vista Ridge Tunnel
Sunset Highway, Multnomah County
Paving

Bikeway project. A westbound shoulder bike lane of six-foot normal, 4-foot minimum, will be constructed.

8. S.E. 97th Avenue-S.E. 162nd Avenue
Mt. Hood Highway, Multnomah County
Paving and Signals

Bikeway project. Bicycle lanes, normal 7-1/2 feet wide, will be constructed on this project. Additional signals to accommodate bicycles and pedestrians will be installed.

9. L.R.T. O'xing of U.P.R.R. (Holladay Street)
Columbia River Highway, Multnomah County
Structure

Same as No. 4.

10. Eagle Creek-Mitchell Point
Columbia River Highway
Multnomah and Hood River Counties
Paving

Interstate Highway overlay. Ten-foot shoulders provided for bicycle and pedestrian use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting
Page 3

11. Forest Grove-Hillsboro
Tualatin Valley Highway, Washington County
Paving

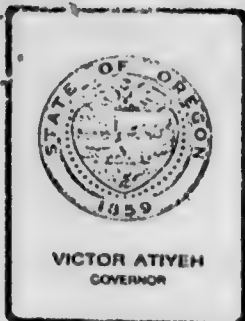
Bikeway project. Six-foot shoulder bicycle lanes will be constructed on this project.

12. Allen Boulevard Interchange
Beaverton-Tigard Highway, Washington County
Landscaping

Same as No. 4.

RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings



Department of Transportation

HIGHWAY DIVISION

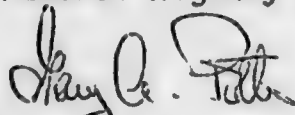
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 23, 1983

PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From:  Gary A. Potter, Manager
Program Section

Subject: PS&E Authorization Request

We request authorization, in accordance with FHPM 6-4-1-6 paragraph 7a, to advertise the following for bids to be received on June 16, 1983. PS&E documents have been submitted to the Division Office for (A) and in addition, we request authorization to proceed with actions necessary to advance the physical construction provided for by (B) in accordance with Oregon's approved Certification Acceptance Plan in the amounts shown.

(A)

FA Project No.

IR-84-2(5)15

F-2-1(18)

F-9-1(6)

RRP-1355(1)

IX-79(9)

SECTION

Sandy River-Mitchel Point Section

Retz Cr. Slide Section

Conifer Blvd.-Circle Blvd. (Corvallis)
Section

W. 1st Ave.-SPTC X'ing Eugene

Allen Blvd. Intchge.

(B)

RS-B516(2)

Davenport Rd.-Powder River Section
(Total \$325,254; FF \$286,711)

We request Federal-Aid participation be increased to 100% for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145 on the following:

IR-84-2(5)15

Sandy River-Mitchel Point Section

Federal Share

Regular

Increase

IR-84-2(5)15

\$5,224,414

\$440,751

Dale E. Wilken
May 23, 1983
Page 2

Compliance with FHPM 6-4-1-16 has been met concerning material or product selection; the plans conform to FHPM 6-7-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to non-segregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-2.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by as previously submitted utility-railroad status report.

We certify that the local governments involved with the Projects listed above have approved the projects as submitted in the PS&E documents.

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

We certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject project will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:bks
cc: Stephen Macnab
General Files

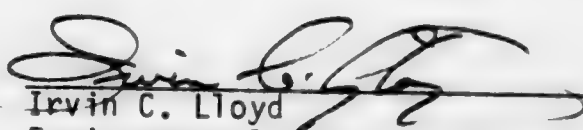
4(f) Determination
Retz Creek Slide Correction
U. S. 101 - Humbug Mountain State Park
Port Orford, Oregon

The Oregon Department of Transportation proposes to alleviate a slide problem on the existing U. S. 101 roadway alignment near Port Orford, Oregon, which will involve Humbug Mountain State Park. Due to the 1982-83 winter storms, the ocean has eroded away the toe of the roadway fills from milepost 303.98 to milepost 304.78. This action will shift the alignment 30 feet to the east which is into the immediate adjacent Humbug Mountain State Park. Since the State Park lies on both sides of the highway, the only alternative to staying out of the park is the No-Build. To provide a safe highway facility, this choice is not feasible and prudent.

To mitigate the encroachment into the park, the project will improve the deficient Rock Point Beach parking area.

Based on the data presented in this statement, I have determined that there are no other feasible and prudent alternatives to the proposal. Necessary steps are proposed to minimize harm.

May 6, 1983
Date


Irvin C. Lloyd
Environmental Programs Manager
Federal Highway Administration
Region 10

RECEIVED
MAY 11 1983
Environmental Section

FINAL 4(f) EVALUATION

RETZ CREEK SLIDE CORRECTION

OREGON COAST HIGHWAY
CURRY COUNTY, OREGON



FEDERAL HIGHWAY ADMINISTRATION
and
OREGON DEPARTMENT OF TRANSPORTATION

Final 4(f) Evaluation

Retz Creek Slide Correction
Oregon Coast Highway
Curry County, Oregon

Federal Highway Administration
and
Oregon Department of Transportation

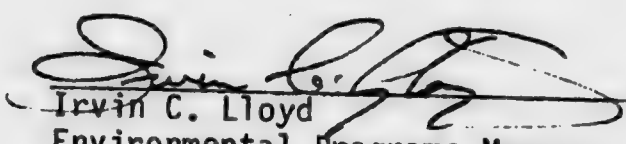
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Based on the data presented in this statement, I have determined that there are no other feasible and prudent alternatives to the proposal. Necessary steps are proposed to minimize harm.

May 6, 1983
Date


Irvin C. Lloyd
Environmental Programs Manager
Federal Highway Administration
Region 10

Final Section 4(f) Evaluation
Retz Creek Slide Correction
U.S. Highway 101, Curry County

Proposed Action

The proposed project is on the Oregon Coast Highway (U.S. 101) at Retz Creek, which is adjacent to Humbug Mountain State Park. Humbug Mountain State Park is approximately seven miles south of the town of Port Orford. The project will realign the roadway slightly to the east for a distance of eight-tenths of a mile, beginning at Mile Point 303.98 and proceeding southerly to Mile Point 304.78.

The purpose of the project is to alleviate slide problems on the existing roadway alignment. The slide problems are caused by ocean waves eroding the toe of the fills along this stretch of highway. Pavement on this stretch has recently been repaired, and frequently requires repair because of the slide problem.

The slide correction design for this project includes a thirty foot maximum horizontal alignment shift to the east into the hillside adjacent to the highway. The new roadway will retain the existing vertical alignment. This avoids the need for additional fill and reduces the risk of aggravating slides in this sensitive area. Cut-off trenches with perforated pipe in excavated areas and waste area sites will provide some safety against hill sliding.

Also included in the project will be an improved parking area for the Rocky Point beach access road on the west side of the highway. Five hundred cubic yards of the excavated material, along with perforated pipe and guardrails, will be used to improve the parking area.

The typical section for the highway includes two eleven-foot travel lanes with four-foot paved shoulders. This matches the existing pavement.

Description of Section 4(f) Resource

Humbug Mountain State Park is an Oregon State Park administered by the State Parks and Recreation Division. It is an 1,842 acre park that is primarily used for camping, picnicking and beach access. There are one hundred and five campsites in the park. Other activities available at the park include hiking, swimming, and fishing.

In 1982 there were 76,724 day users. In the four month period from June through September of the same year, there were 1,050 camper nights. The remaining eight months of the year included an additional 210 camper nights.

The park has nearly four miles of ocean shoreline, approximately one-half of which is not accessible because of high steep bluffs. Much of the terrain in the park is steep. Only two moderately level areas are suitable for recreational use. The floor of the Brush Creek Canyon is used for the campground, and the southeast corner of the park is used for the day use area.

Vehicular access to Humbug Mountain State Park is via Highway 101. Humbug Mountain State Park is entirely state owned and has been developed with state funds.

The campground facilities constituting the developed portion of Humbug Mountain State Park are located about one and one quarter miles south of the southerly project terminus. As shown in Figure 3, these facilities extend in a narrow band due east from the Pacific Ocean off Highway 101 for approximately eight-tenths of a mile.

FIGURE 1
PROJECT VICINITY
RETZ CREEK SLIDE
CURRY COUNTY, OREGON

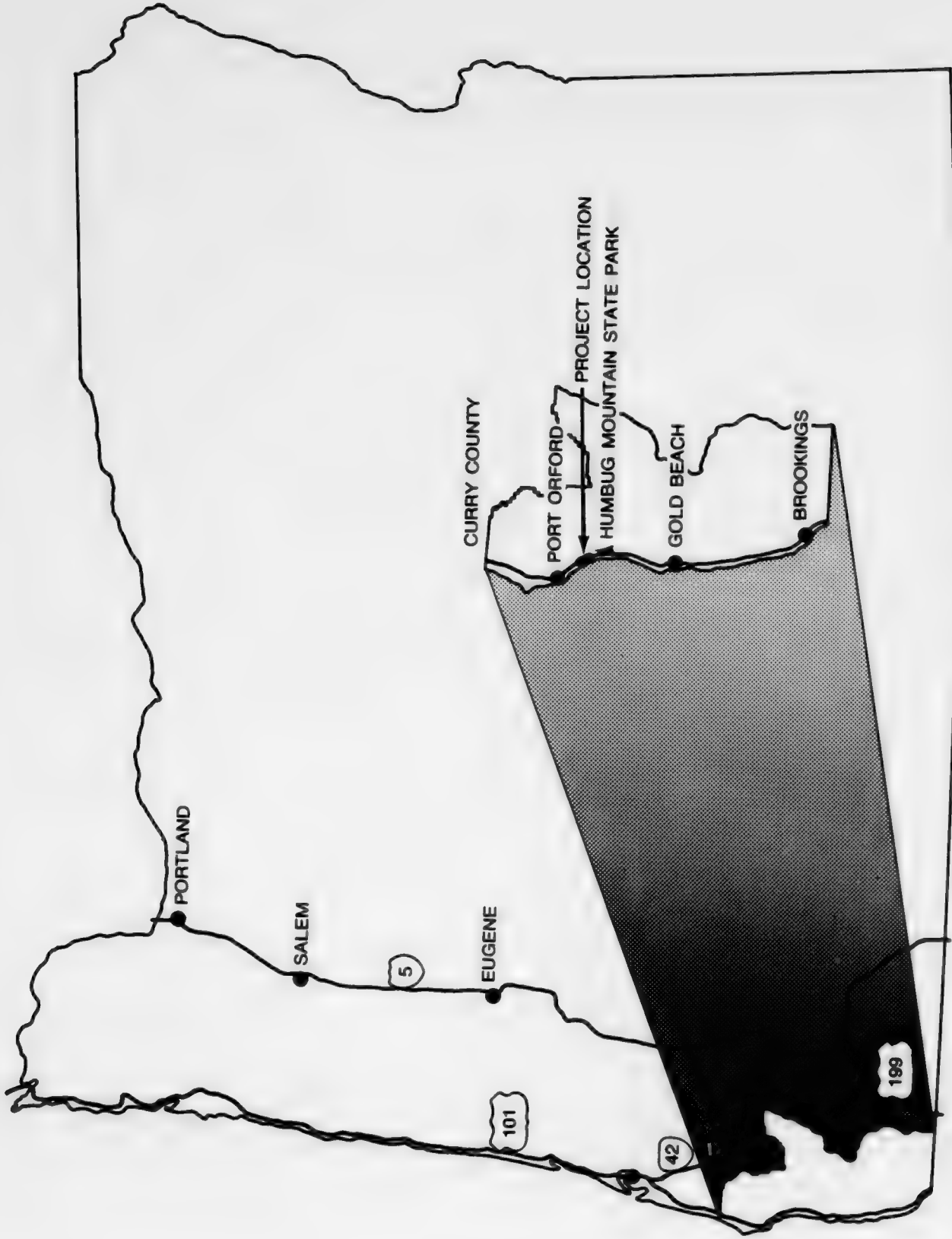


FIGURE 2
HUMBUG MOUNTAIN STATE PARK



CAMPGROUND FACILITIES



HUMBUG MOUNTAIN

South of the campground facilities is the Humbug Mountain Primary Protection Area. Primary Protection Areas are outstanding natural, scenic, or historic areas that need protection from overuse and development. This particular area is unique among the natural areas within coastal parks. Humbug Mountain dominates the coastline for many miles, and it alters incoming weather patterns enough to maintain a wet, often cloud-shrouded rain forest. The Humbug Mountain Primary Protection area would not in any way be affected by the proposed project.

The remainder of the park, except for the 120 acres in development, is in a Secondary Protection Area. Secondary Protection Areas are lands essential to the protection of resources, but portions can be used for expanded development as future needs indicate. The lands affected by this highway project fall under this designation.

Most trails, primitive camps and viewpoints are considered as limited development areas. The Rocky Point beach access parking area to be improved by this project, shown on Figure 4, falls under this designation.

The undeveloped portion of the park impacted by this project includes a hillside and fill area east of the highway, the channel of Retz Creek, and the riparian zone adjacent to Retz Creek.

The hillside and fill area affected by the project is covered with such typical Oregon Coast trees as Coast Pine, Sitka Spruce, and Douglas Fir. Swordfern, huckleberry, salmonberry, seashore lupine, sand strawberry, bishops cap and salal are typical cover species in the area.

Retz Creek is a small coastal stream with a drainage basin of less than two square miles. It drains directly into the Pacific Ocean after passing

through a culvert under Highway 101, forming a small waterfall as it drops to the beach. The stream east of the highway is an unbroken gravel run with little cover and no tendency to develop pools. Fishery value of this stream is limited because of the small size of the basin, and the waterfall presents a barrier to the passage of anadromous fish. An alder forest dominates the riparian zone of the stream.

The following improvements to Humbug Mountain State Park are proposed in the North Curry County State Parks Master Plan: the existing parking at the Humbug Mountain trailhead on the south side of the highway across from the campground will be improved; a gravel parking and beach access trail south of Rocky Point will be developed at the location where the old highway now provides a beach access; and the present parking area at Rocky Point will be rehabilitated and planted to protect it from further erosion (this will be undertaken as a part of the slide correction project).

Oregon has a large number of state parks along the southern coast, and the facilities provided at Humbug Mountain State Park are typical of those found in other coastal state parks. Cape Blanco, twenty miles to the north, has facilities similar to those provided at Humbug Mountain. To the south, however, the nearest campground is at Harris Beach, which is 75 miles away. Geisel Monument which is twenty miles to the south of Humbug Mountain is a day use area with picnicking facilities.

There is one applicable clause affecting the title of Humbug Mountain State Park. Deed P141 stipulates that a right-of-way sixty feet wide over and across the property is reserved for the purpose of transporting logs, timber, and other forest products. The property is a 15.1 acre parcel bisected

FIGURE 3
RELATIONSHIP OF REALIGNMENT
TO DEVELOPED FACILITIES
HUMBUG MOUNTAIN STATE PARK

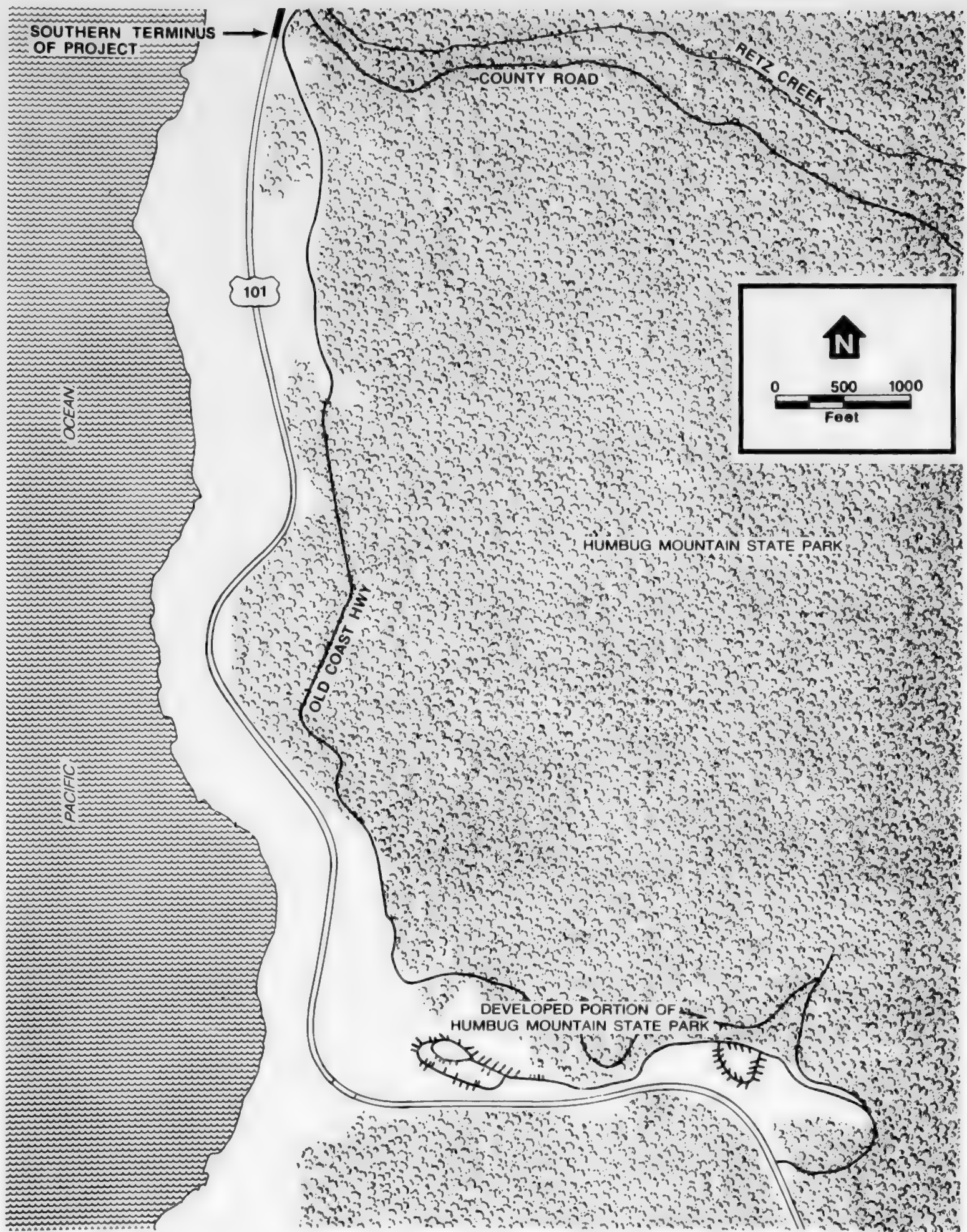
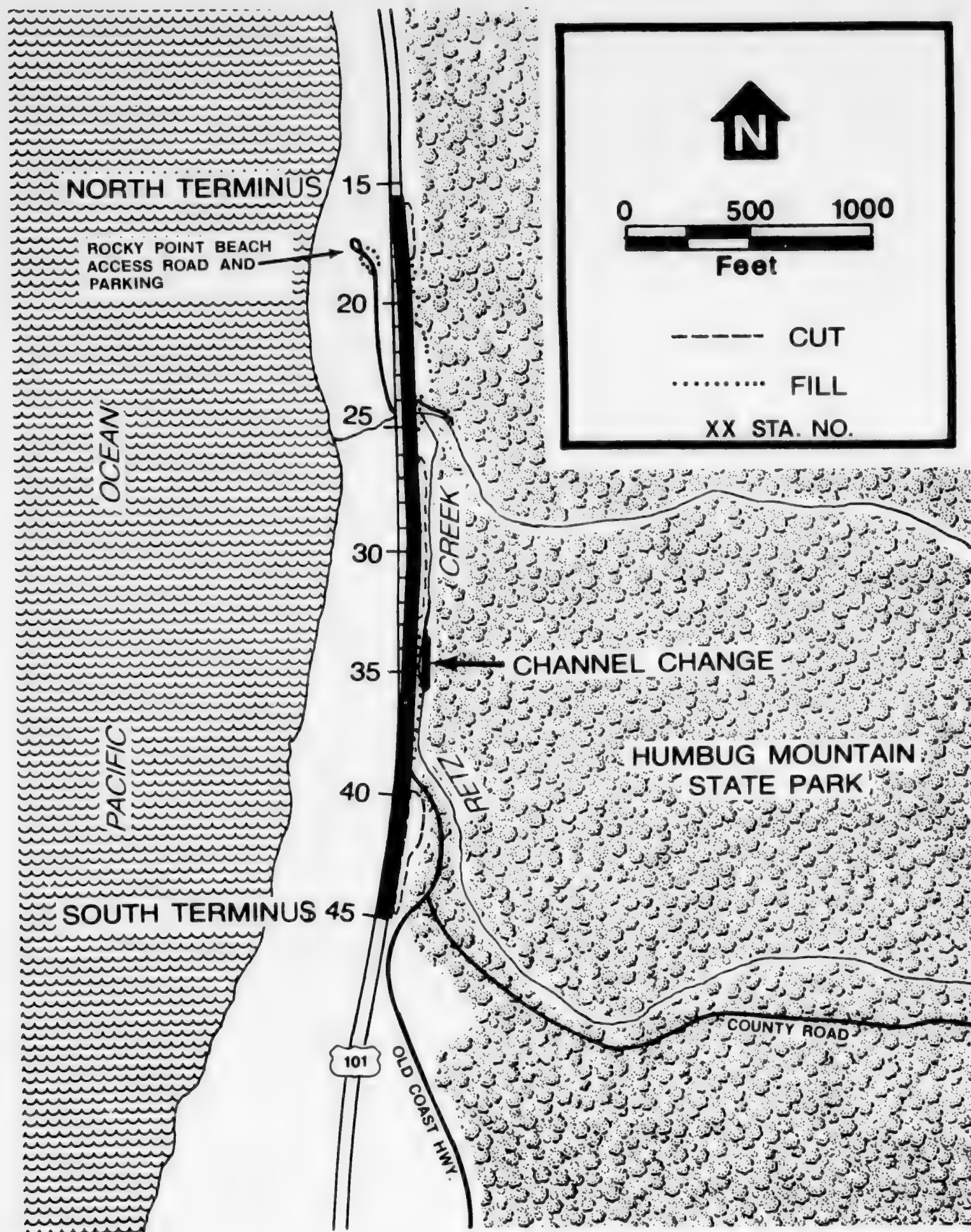


FIGURE 4
RETZ CREEK SLIDE REALIGNMENT



by Highway 101. It runs from the northern project terminus to just south of where Retz Creek crosses the road. The two existing accesses on this property, the Rocky Point beach access and the adjacent access to the east, will remain unchanged by this project.

Impacts on Resource

The realignment will result in three small cuts into the hillside, two small fill areas, and a four hundred-foot channel change to Retz Creek. Proceeding from north to south, the three cuts will equal .08 acres, 1.20 acres, and 0.45 acres for a total of 1.73 acres. With the cut made for the channel change at Retz Creek, the total acreage is brought to 2.03.

These cuts will result in 13,750 cubic yards of excavated material. Part of this material will be placed in the old Retz Creek channel on the east side of the highway, between Stations 20 and 25, north of the access road for Deed P141, described above. This waste area will equal 0.95 acres. South of Station 25, a smaller area totalling 0.11 acres will also be filled. North of the access road to an Oregon State Highway Division stockpile site, between stations 33 and 40, there will be a 0.48 acre fill area. 0.14 acres will be used to improve the Rocky Point parking lot, discussed below. These fill areas total 1.7 acres.

There will be a channel change at Retz Creek between Station 35 and 38. A ditch four hundred feet long will replace the channel filled by the realigned highway. Ditch excavation will result in 596 cubic yards of material.

The project will result in wetland impacts. Approximately 0.7 acres of wetlands will be buried and 0.8 acres will be degraded as a result of the stream channelization. A separate wetlands evaluation will be prepared before construction. This evaluation will consider appropriate mitigation measures.

Typical trees removed by the project in the cut areas and covered by the fills include Coast Pine, Sitka Spruce, Douglas Fir, and Alder. Typical cover and brush species removed will include huckleberry, Salal, salmonberry, seashore lupine, sand strawberry, and bishops cap.

These are the only impacts. The project avoids the developed campground facilities at Humbug State Park, and will not affect the Primary Protection Area south of the project. Traffic volumes will remain the same and there will be no air quality impacts. The land in the vicinity of the realignment is undeveloped, and there will be no noise impacts.

Avoidance Alternatives and their Impacts

There is only one build alternative proposed for this project. Any realignment of the existing highway involves encroachment on park property, because park property lies on both sides of the highway. There are no alternatives that will avoid impacts to the 4(f) resource. The no-build alternative will result in the continuation of an expensive and potentially hazardous slide situation. The most practical way to correct the slide hazard is to realign this section of highway in an easterly direction into the hillside of Humbug Mountain State Park. The proposed maximum 30 foot horizontal shift for this project is the minimum shift that will remedy the slide hazard and provide a stable alignment for the highway.

FIGURE 5
ENTIRE PROJECT AND RETZ CREEK



FACING NORTH FROM STATION 40



RETZ CREEK AT STATION 25

**FIGURE 6
CUT AND FILL AREAS**



WASTE AREA, STATION 24



CUT SLOPE, STATION 25 TO 35, FACING SOUTH

Measures to Minimize Harm

The Parks and Recreation Division has requested that a gravel surface parking area be constructed southeasterly of the existing parking area for the Rocky Point beach access road at Station 17. This will be done in conjunction with the slide correction. Approximately 500 cubic yards of the material excavated in the slide correction work will be placed and graded as requested by the Parks and Recreation Division. Perforated pipe will be installed in trenches excavated at the parking lot site, and guardrail posts will be installed.

Cut and fill areas will be revegetated with grass and shrub species typical of this part of the Oregon Coast. These areas will be seeded and mulched as soon as is practical during project construction to keep erosion to a minimum. As vegetation grows, the existing appearance of this area will be restored.

The park area affected by the project is undeveloped. Between the termini of the realignment, 2,034 square yards of existing pavement on the west side of the project will be removed and the area reseeded. Ownership of this area will also be transferred to the Parks and Recreation Division. The improvement to the Rocky Point beach access parking lot will be a betterment to the park.

Basis for the Determination of No Feasible and Prudent Alternatives

The discussion under Avoidance Alternatives and their Impacts prepared for the draft 4(f) evaluation addresses the fact that there is no way to avoid encroaching upon park property in realigning the highway, since park property lies on both sides of the highway.

Determination of All Possible Planning to Minimize Harm

The section Measures to Minimize Harm, discusses the proposals to resurface the gravel parking area, revegetate the cut and fill areas, and to reseed the pavement removed on the west side of the highway. These measures address all direct project impacts. Practically speaking, there is little else that could be done to minimize harm caused by this minor alignment shift.

Coordination with Appropriate Agencies

A copy of the Retz Creek Slide Correction plans was sent to the Oregon Parks and Recreation Division for review. The Parks and Recreation Division indicated that the project would have no adverse affects on Humbug Mountain State Park. They approve of the mitigation measures included with the project, including the improvements to the gravel parking area at the Rocky Point beach access. A copy of this letter is in the Appendix.

A meeting with the Parks and Recreation Division was held to obtain information about the park and to discuss the plans for the project. The Parks and Recreation Division found the plans acceptable and saw no adverse effects to the park resulting from the project.

The Oregon Department of Fish and Wildlife responded to this project through the A-95 review process and anticipated no adverse effects.

The draft 4(f) evaluation for this project was sent to the Headquarters Office of the Department of the Interior for their review. They concurred with our findings, and had no objection to 4(f) approval of this project. Their letter of response is included in the appendix to this document.

The Oregon Department of Fish and Wildlife and the Oregon Division of State Lands responded to the draft 4(f) evaluation through the A-95 review process. Their comments are also contained in the appendix.

A state removal/fill permit will be required for the project and will be obtained.

The Department of Fish and Wildlife recommended care in any filling on the fringes of the clam area at Rocky Point. The parking area to be resurfaced is 30 to 50 feet above the beach, and project construction will in no way affect the clam beds.

Conclusion

Based upon the above considerations, it is determined that there is no feasible and prudent alternative to the use of land from Humbug Mountain State Park. The proposed action includes all possible planning to minimize harm to Humbug Mountain State Park resulting from such use.

Appendix

Formal Coordination Comments



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

In Reply Refer To:
ER 83/406

APR 22 1983

Mr. Dale E. Wilken
Division Administrator
Oregon Division
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, Oregon 97301

Dear Mr. Wilken:

This is in response to the request for the Department of the Interior's comments on the Draft Section 4(f) Evaluation for Retz Creek Slide Correction (US-101), Curry County, Oregon.

Section 4(f) Evaluation Comments

We concur that there is no feasible and prudent alternative to use of land from Humbug Mountain State Park. We also concur that all possible planning to minimize harm will be undertaken, as indicated on page 7 of the evaluation.

Fish and Wildlife Coordination Act Comments

The impacts to Retz Creek and the associated riparian vegetation are adequately described.

Summary Comments

The Department of the Interior has no objection to Section 4(f) approval of this project.

We appreciate the opportunity to provide these comments.

Sincerely,

Bruce Blanchard, Director
Environmental Project Review

Mr. Dale E. Wilken

2

cc: Mr. Campbell M. Gilmour
Project Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

ENVIRONMENT SECTION
April 21, 1983

CONCLUSIONS

APPLICANT: Oregon Department of Transportation Highway Division

PROJECT TITLE: Retz Creek Slide Correction

DATE: 4-19-83

cc: E. S. Hunter
G. A. Potter
J. H. Versteeg
F. E. Terpin
W. J. Hart
Jim Gix
Gerald Parker
Bill Brown
D. E. Wilken
Bob Gormson

The State has reviewed your project and reached the following conclusions:

- ☒ No significant conflict with the plans, policies or programs of state government have been identified.
- ☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- ☐ Potential conflicts with the plans and programs of state government:
- ☐ may exist.
 - ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
 - ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 830322-041-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Kay F. Wilcox
A-95 Coordinator



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

APR 18 1983

P N P S S T A T E R E V I E W

Project #: OR 020022-041-2 Return Date: April 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☒ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has Adverse effects. (Explain in Remarks Section)
- ☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ☒ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

ODFW recommends that care should be exercised in any filling on the fringes of the clam area at Rocky Point. For additional information contact:

Rik Riikula
ODFW District Biologist
95144 Marchmont Rd.
Gold Beach, OR 97444
247-7605

Agency F v W

By

Tony Taasi

Phone Number 226-5677



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
MAR 21 1983

APR 7 1983

PNRS STATE REVIEW

DIVISION OF STATE LANDS

Project #: OR 830200-041-2

Return Date: APR 15 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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- () We have no comment.
- () Effects, although measurable, would be acceptable.
- () It has adverse effects. (Explain in Remarks Section)
- (M) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

A State Removal/Fill permit is required for the proposed channel change at Retz Creek and associated impacts to wetlands.

Agency

Lander

By

[Signature]

PNRS #2

Phone Number

8-3813



STATE OF OREGON

APPENDIX

INTEROFFICE MEMO

TO: Cam Gilmour, Project Coordinator
Environmental Section

FROM: Larry Jacobson, Deputy
State Parks Administrator

SUBJECT: Section 4(f) Evaluation
Retz Creek Slide Correction

DATE: March 9, 1983

The Parks and Recreation Division has reviewed the subject evaluation. We have no adverse comments on the report. State Parks approves of the project and supports the mitigation measures that are identified. These measures include improvement of the beach access parking, pavement removal of the old highway segment and transfer of excess right-of-way to Parks. These aspects of the project are to the benefit of the recreating public, as well as both the Parks and Highway Divisions.

We appreciate the opportunity to improve the useability of the park as part of the Retz Creek project. Thank you for the opportunity to comment.

LJ:srm



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED TECHNICAL SERVICES	APR 22 '83	REFER TO	File	
			Act	
			Sign	
			D/R	
			R/D	
			Inves	
			Info	

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

ENVIRONMENT SECTION
April 21, 1983

CONCLUSIONS

APPLICANT: Oregon Department of Transportation Highway Division

PROJECT TITLE: Retz Creek Slide Correction

DATE: 4-19-83

cc: E. S. Hunter
G. A. Potter
J. H. Versteeg
F. E. Terpin
W. J. Hart
Jim Gix
Gerald Parker
Bill Brown
D. E. Wilken
Bob Gormson

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- ☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
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 - ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
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A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 830322-041-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Ray F. Wilcox
A-95 Coordinator



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

APR 18 1993

PNRS STATE REVIEW

Project #: OR 020022-041-2 Return Date: APR 18 1993

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects. (Explain in Remarks Section)
- ☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ☒ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

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Rik Riikula
ODFW District Biologist
95144 Marchmont Rd.
Gold Beach, OR 97444
247-7605

Agency F v W

PNRS #2

By

Tony Taast

Phone Number

229-5679



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
MAR 21 1983

APR 7 1983

PNRS STATE REVIEW

DIVISION OF STATE LANDS

Project #: OR 830200-041-2

Return Date: APR 15 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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REMARKS (Please type or print legibly)

A State Removal/Fill permit is required for the proposed channel change at Retz Creek and associated impacts to wetlands.

Agency Lands

PNRS #2

By W. A. Parks

Phone Number 830200



U.S. Department
of Transportation

Federal Highway
Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-2-1(16)
Retz Creek Slide Correction
Oregon Coast Hwy, Curry County
Draft Section 4(f) Evaluation

Date: March 16, 1983

From: Division Administrator

Reply to
Attn. of: HPD.1-OR

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

Attn: Mr. Gary Potter, Environmental Section

We have reviewed the draft Section 4(f) Evaluation for the subject project and agree it adequately covers the impacts of the project on Humbug State Park. Please provide seven (7) copies to the DOI for their review. Three (3) additional copies will be needed by us for distribution to our Regional Office.

Dale B. Wilken
Dale B. Wilken

ORIGINAL
317

RECEIVED STATE HWY ENGR						
MAR 17 '83						
REFER TO <i>[Signature]</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					X	

SOUTH COAST WINTER STORM DAMAGE

PROPOSED ER PROJECTS

Retz Cr. @ MP 304.4 Roadway sinking into ocean from erosion by ocean Repave gravel roadway and raise GR (Contract schedule 5-26-83)	\$40,000
Cove Point Roadway sinking full width due to ocean erosion and slip planes. Replace culvert which has separated. Raise guardrail and repave.	\$45,000
Frankport Roadway sinking entire width due to ocean erosion and slip planes. Repair drainage, raise GR and repave. (Contract schedule 5-26-83)	\$45,000
MP 315.6 Cut Slide Place rock inlay to protect house above highway (Maintenance crews 3-83)	\$20,000
MP 332 Eighty Acres Slide and Turner's Slide Slides due to high waves and ocean erosion. Repave (3-14-83 10 acres slipped into ocean)	\$40,000
MP 352.4 - Cape Ferrelo Roadway sliding into ocean due to high seas and erosion. Drainage, grading and paving.	\$100,000
Carpenterville Secondary Numerous slides entire length. Grading and paving.	\$300,000
Powers Highway, MP 4.0-18.0 Miscellaneous slides. Grading and paving.	\$350,000
Total	\$940,000
Nesika Beach	\$1,587,000
Temporary work at Nesika	32,000
Totals	\$2,559,000



STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: W. E. Schwartz
Asst. State Highway Engineer

DATE: March 14, 1983

FROM: *[Signature]*
SAMUEL J. GIX
Region Engineer

SUBJECT: Resume'
South Coast Winter Storm Damage

As you requested in your phone call last week to J. X. Wilson, we are attaching a summary of the work needed to restore the highway system in Curry County on the Southern Oregon Coast. Two of the areas already have contract work planned during the 1983 construction season. We should provide a temporary correction for safety before those contracts will be underway.

This morning we received information through Bill Brown that another very serious situation is developing south of Gold Beach. In the area know as "80-Acre Slide" at MP 332, a pilot reported approximately 10 acres slid into the ocean over the weekend. Bill will be flying the area as soon as possible to assess the significance of the slump and its implications on our road system.

As you can see, our overall estimate for work in Curry County is close to 2.6 million. We sincerely hope that ER money will be made available since very little of this work can be postponed in order to maintain a minimum level of service on the south coast.

jig/cw
Attach.

cc D. E. Swan
B. E. Brown
F. D. Morrison

Orig to 3/14

RECEIVED STATE HWY ENGR						
MAR 15 '83						
REFER TO <i>Bothman</i>						
FOR						
Info	Inv	R/D	D/R	Sig	Act	File
					✓	

For your use in seeking "ER" funding
WGS

ROAD DESIGN SECTION

DES 16

Jerry Backstrand
Assistant Bridge Engineer

February 14, 1983

N. E. Mann
Design Team Supervisor

Retz Creek Slide Section
Oregon Coast Highway
Curry County

Versteeg		RECEIVED	
Anderson			
Adams			
Oison			
Sullivan			
Terpin			
Trout		FEB/4 1983	Do not file
Wekerlig			Return To
		ROAD DESIGN SECTION	Bring to
			Action

In accordance with our conversation Friday, January 11, I am sending you the information on the 6 x 6 RCBC extension for your review.

If you find that some special detail over and above the standard drawing is necessary, please furnish us with this detail.

Our plans need to be complete by March 11 for a May 26 bid opening. Will you inform us as soon as practicable if it is going to be necessary to include a special detail for this box culvert.

NEM:ja

Attachment



STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

LOC 17
8-1936

TO: Jim Gix
Region 3 Engineer

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Retz Creek Slide
Oregon Coast Highway
Curry County
Prefix: 8-1936

DATE: January 20, 1983

[illegible]

Attached is a copy of Notice 81-1 effective November 1, 1981 and a copy of a supplemental letter dated September 21, 1982 from John C. Jenkins.

The survey you have submitted for the above-named project does not comply with the requirements as stated in the Notice.

Please see that these requirements are fulfilled, and that the results are submitted to the Final Design Section.

FET:PL:ja

Attachments

cc J. H. Versteeg
D. R. Adams



OREGON STATE HIGHWAY DIVISION

NOTICE



NUMBER: 81-1	Page 1 of 1
EFFECTIVE DATE: November 1, 1981	
CANCELLATION DATE: Further Notice	
DISTRIBUTION: Materials Section Construction Branch Region Engineers Resident Engineers	

OFFICE: Technical Services Branch

Issued By: *E. J. Hunter*

(SIGNATURE)

Assistant State Highway Engineer

(TITLE)

SUBJECT Soil and Water pH and Resistivity Testing
at Culvert Installation Sites

General:

Soil and water pH and resistivity are environmental factors generally considered to play a significant role in determining corrugated metal culvert durability.

Purpose:

To establish a procedure to measure soil and water pH and resistivity at each proposed culvert installation site where corrugated metal pipe would be an option (aluminum alloy, aluminum-coated steel, or galvanized steel).

Instructions:

During the location field survey, soil samples will be taken of foundation material at each proposed culvert installation site where the use of metal pipe would be an option. The backfill soil must also be sampled. If there is evidence of corrosion in other metal culverts handling the same stream flow, water samples will be required. This applies to new culvert installations, as well as to the extension of existing culverts. If the foundation soil changes significantly throughout the length of the culvert, or if the backfill material shows evidence of variability, more than one sample of foundation material and backfill material will be required.

All samples will be sent to the Engineering Laboratory in Salem for testing. A sample should weigh at least 50 pounds and may be submitted in either a heavy plastic or canvas bag. The sample data sheet should show the station, anticipated culvert size, whether the material is for foundation or backfill, and any appropriate comments about the condition of metal culverts in the vicinity.



STATE OF OREGON

INTERNAL OFFICE MEMO

FILE: MAT-6

ATTACH TO
Notice
No 81-1
From ES Hunter

TO: Edward Hardt
C. O. Fredrickson
Alfred Shirley
Dale D. Allen
Robert D. Hector

DATE: September 21, 1982

From: John C. Jenkins, PE
Engineer of Materials

Subject: Samples for Culvert
Environment Tests

On November 1, 1981, E. S. Hunter issued OSHD Notice No. 81-1 relating to the sampling and testing of soil and water for pH and resistivity at culvert sites.

This notice required that a sample of at least 50 pounds be submitted to the laboratory. This sample size was selected, in our inexperience, to cover all possible soil types, including some pretty rocky ones. We are finding that the majority of samples contain much more material than we need.

In the interest of reducing sampling and shipping costs, we recommend that the standard sample be reduced to 10 to 15 pounds. The amount of material that can be packed into a plastic bag, such as that used for 6 x 12 concrete cylinders, should be adequate. If the soil is very rocky, the large pieces may be removed and 10 to 15 pounds of the smaller material submitted.

gs

cc: E. S. Hunter
W. E. Schwartz
C. T. Keasey
J. H. Versteeg
F. E. Terpin

RECEIVED
SEP 24 1982
LOCATION
SECTION

NOTED
F. E. TERPIN

761-2

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project Retz Creek and Frankport Slide Revisions Preparer Lee Doss
Highway Oregon Coast Date November 29, 1982
County Curry City ---

Project Description:

The proposed projects will realign two separate slide areas, one at Retz Creek and the other at Frankport. Retz Creek slide is caused by the ocean erosion.

At Frankport an old slide situation exists. The alignment shift proposed for both slides is easterly away from the ocean.

Existing Land Use Activities:

Land in the vicinity of each slide is undeveloped, occasionally used as a pasture. The slide at Retz Creek involves some undeveloped land from Humbug Mountain State Park. The need for additional right-of-way has not yet been determined.

1	Anderson	RECEIVED	
2	Adams		
2	Olson		
2	Sullivan	FEB 8 1983	Do Not File ☐
3	Terpin		Return To _____
3	Trout	ROAD DESIGN SECTION	Bring to _____
	Wakarlig		Action _____

TRAFFIC DATA AND PREDICTED NOISE LEVELS
(Build & No-Build)

Year	Autos	Medium Trucks (vehicles per hour)	Heavy Trucks	Speed (mph)	Leq 67 dBA (Dist. from Rd. Q)
1982 (Existing)	285	5	24	50	65 ft.
2002 (No-Build)	460	8	38	50	103 ft.
2002 (Build)	460	8	38	50	103 ft.

Existing Sound Levels: No noise measurements were taken.

Traffic Noise Impacts: None.

Traffic Noise Mitigation: None warranted.

Construction Noise: Blasting, earthmoving, paving.

Impacts: Blasting might be an annoyance to residences approximately 1 mile distant.

Mitigation: (See Attachment).

Local Coordination:

A copy of this report will be sent to Curry County for use in planning along this portion of the Coast Highway. Responsibility for noise mitigation in connection with any future developments on private property in the vicinity of the project will rest with the County and with the developer.



The following construction noise abatement measures will be included in the project construction specifications.

1. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
2. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.
3. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the project manager.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the project manager.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Schedule noise construction operations near the middle of the day.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.



STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 11 #9

TO: FILE

DATE: November 24, 1982

FROM: George C. Wills
Location Field Engineer

SUBJECT: Retz Creek and Frankport Slides
Oregon Coast Highway
Curry County

On May 20, 1982, the Transportation Commission approved \$1,887,000 in Federal-Aid Primary funds for repair of seven slide locations. The subject project is number six on that list. Region 3, by letter of April 26, 1982, indicated repair cost of \$700,000.

Location estimates have been completed indicating a construction cost of \$1,000,000. I have reviewed the project design and it is within the established scope set by the prospectus. There is not an obvious method to lower the estimated cost and retain the goal of moving the highway off of the unstable slide areas.

Two of the seven projects have been contracted to date and construction costs are \$150,000 below the estimates submitted to the Transportation Commission for the program.

The subject project should be advanced on by utilization of the noted savings and possible future savings in the other five.

GCM:ge

cc Frank Terpin w/attachment

*Frankport Slide
Retz Creek Slide*
420
650K - Mar 83
820K - F1 QTR 84
560
Rec. F307284
(w/ R/W)



STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
LOC 11

92

TO: Alfred E. Shirley, Jr.
Region III Engineer

DATE: November 2, 1982

FROM: Frank E. Terpin
Location Engineer

F.E.T.

SUBJECT: Retz Creek Slide Project
Oregon Coast Highway
Curry County

In response to our review offering of the subject project proposal, the Parks Division has suggested that a graveled surface parking area be constructed as a part of the contract. A copy of the letter and sketch received from Jacobson and Hollingsworth are included for your information.

We are asking for some additional field information so that this parking area can be adequately mapped and evaluated. Needed are seaward extension of about 800 feet of line cross-sections, along with a small vicinity map (or grid data) of the suggested parking area. The outlet of the existing box culvert should be tied and flow line elevation found.

Copies of Parks' request, project cross-sections and an excerpt from the detail map are being sent to Frank Morrison along with a copy of this letter.

WNH/FET:ja

Enc.

cc/enc. Frank Morrison
J. H. Versteeg

W
6711000

1 Versteeg	✓	RECEIVED	_____
Anderson	✓		_____
2 Adams	✓		_____
Olson	_____		_____
Sullivan	_____		_____
Terpin	_____		_____
Trout	_____	NOV 04 1982	Do Not File ☐
Wakerlig	_____	ROAD DESIGN SECTION	Return To _____
			Bring _____
			Action _____





STATE OF OREGON
Parks and Recreation Division

INTE. OFFICE MEMO

378-6905

TO: Frank E. Terpin, Location Engineer
Highway Division

FROM: Larry Jacobson, Deputy
State Parks Administrator

SUBJECT: Retz Creek Slide Correction Contract
Humbug Mountain State Park

DATE: October 18, 1982

We have reviewed the preliminary plans for the Retz Creek Slide Correction project and find that it would have no adverse affects on Humbug Mountain State Park. We did, however, notice that the North Curry County Master Plan calls for an improved parking area for beach access in the project area just north of Retz Creek. There is an existing unimproved parking facility in this vicinity now, but its use is limited because of its configuration and uneven surface.

We would like to see the Highway Division construct a gravel surface parking area southeasterly of the existing parking lot as part of the Retz Creek contract. This would require approximately 500 cubic yards of the slide removal material, to be placed in a draw as shown on the attached sketch. It would also require approximately 100 feet of culvert, a few guardrail posts and a few yards of 1-1/2"-0 rock. Elliott Parker reported that the slide removal material would be useable for fills if it was placed and compacted in shallow layers. There would be no need for paving or delineating the parking stalls.

The beach served by this access is used quite heavily by clam diggers during low tides. Construction of the improved parking facility should help eliminate some of the parking on the shoulder of the Oregon Coast Highway that is now occuring. The project would also make use of some of the slide material.

If you need more information, please give me a call.

JEH:LJ:md

att.

cc: John Hollingsworth
Val Jones w/att.
Dudley Rankin w/att.

WILLIS
By Location Engineer

RECEIVED

OCT 20 1982

LOCATION
SECTION



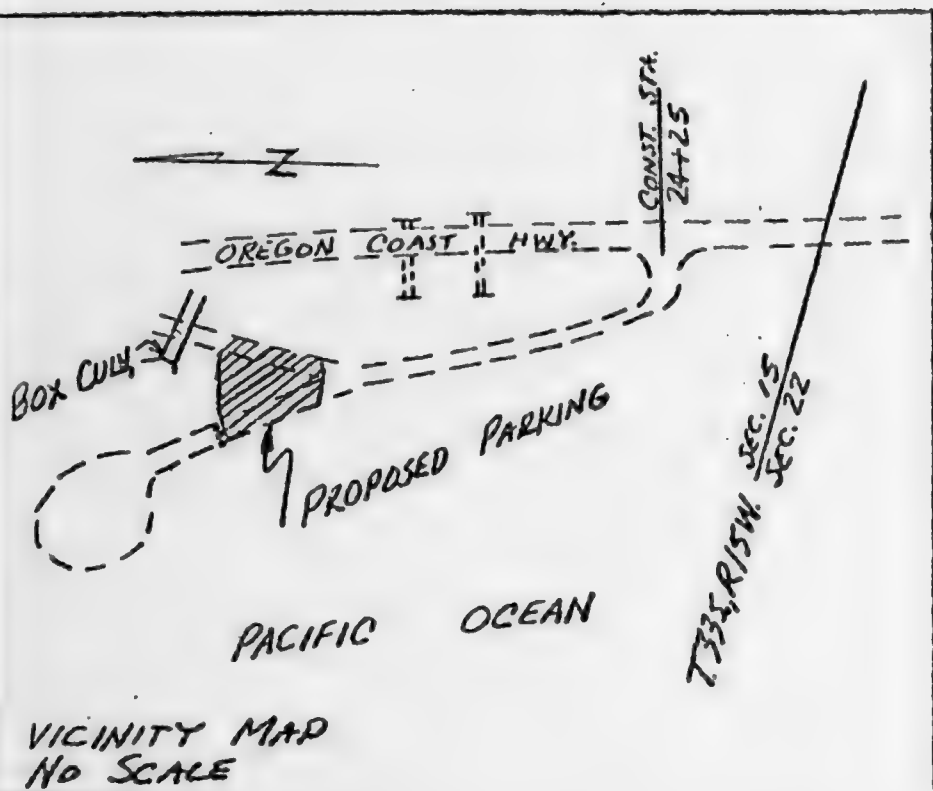
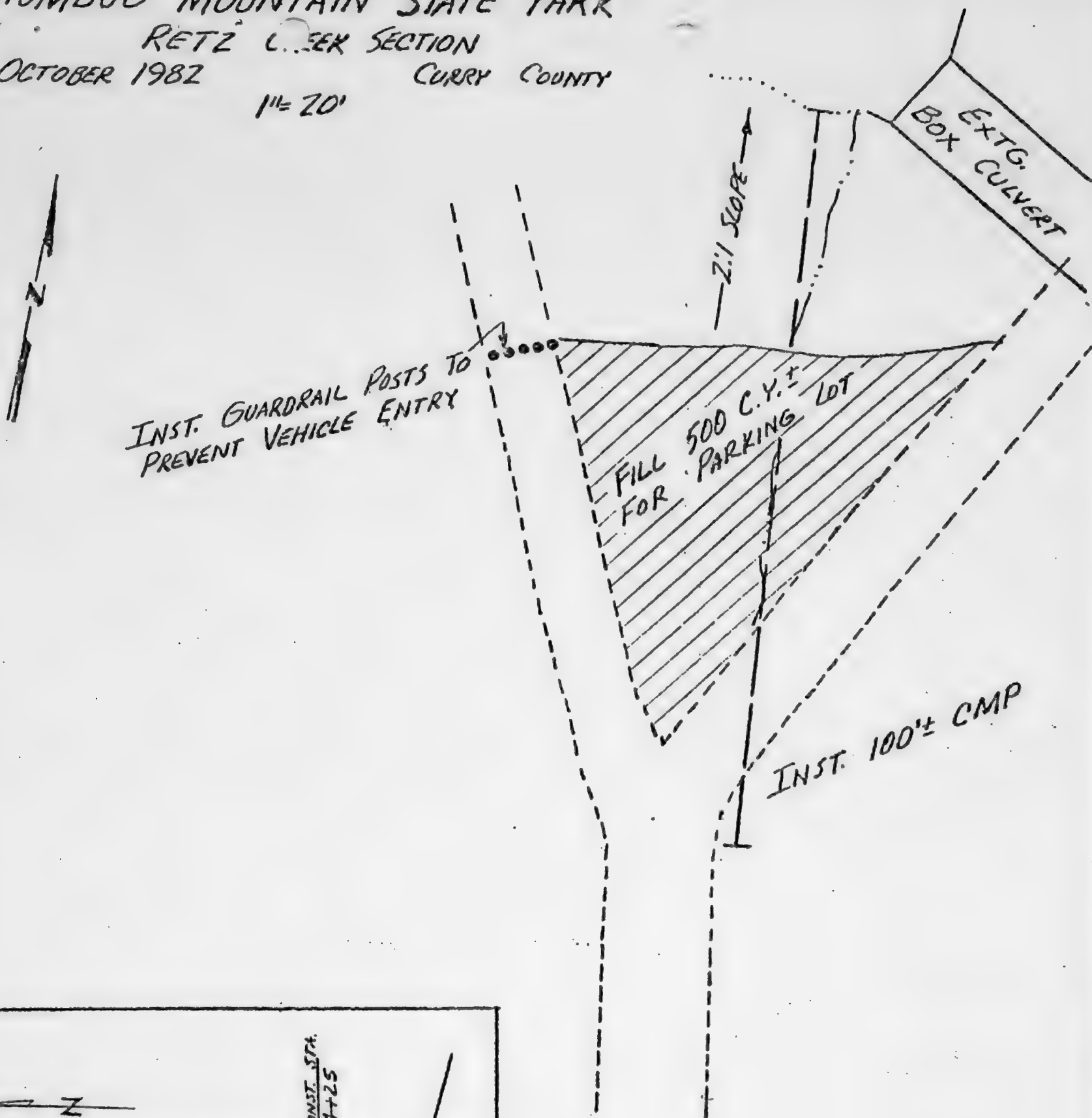
HUMBUG MOUNTAIN STATE PARK

RETZ CREEK SECTION

OCTOBER 1982

CURRY COUNTY

1" = 20'



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-2-1(16)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME

Curry

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.

20135

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE

8/18/82

8. FEDERAL ROUTE NUMBER

Primary 2

9. STATE ROUTE NUMBER

Primary 9

10. GENERAL LOCATION:

Retz Creek and Frankport Slides Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work. TEC \$28,000
F.F \$24,690

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER (Specify)

13. REMARKS

As requested by Mr. Swan's PEA date 8/6/82.

RECEIVED STATE HWY ENGR						
AUG 20 '82						
REFER TO FOR						
Info	Inves	R/D	J R	Sign	Act	File

14. DATE

8/18/82

15. SIGNATURE OF APPROVING OFFICIAL

G K Hassner

16. TITLE

for Division Administrator



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

0081134
BEN GIFFORD

APPLICANT: Oregon Department of Transp., Highway Division

PROJECT TITLE: Retz Creek Slide Section CURRY Co.

DATE: August 3, 1982

The State has reviewed your project and reached the following conclusions:

- ☒ No significant conflict with the plans, policies or programs of state government have been identified.
- ☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- ☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.
- ☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment:

cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(3)Engr.: A. Shirley
Dis.(7)Engr.: B.E. Brown

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820629-069-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

RECEIVED STATE HWY ENGR						
AUG 5 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator



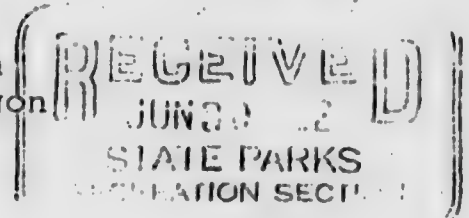
OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION

JUL 02 1982 P N R S STATE REVIEW



Project #: OR 820629-069-2

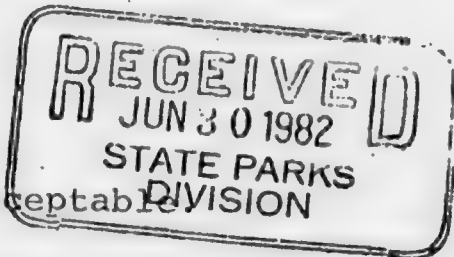
Return Date: JUL 23 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects. (Explain in Remarks Section)
- ☒ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ☒ Additional comments for project improvement. (Attach if necessary)



REMARKS (Please type or print legibly)

Parks Division would like to see more detailed information on proposed/potential alignments that may require Parklands useage prior to making comment

changed to Comments
at 8/11. Some call
for it. Cook
with 8/3/82

Agency Parks

By

Alan Cook

PNRS #2

Phone Number 378-6378



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Inter governmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JUN 30 1982

JUL 10 1982

PNRS STATE REVIEW

DIVISION OF STATE LANDS

Project #: OR 820629-069-2

Return Date: JUL 23 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects. (Explain in Remarks Section)
- ☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ☒ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the extension of a concrete box culvert on Rety Creek requires the alteration of 50 cubic yards of material or more a state permit would be required from our agency.

Agency Lands

PNRS #2

By [Signature]

Phone Number 8. 3805



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
135 Cottage St NE

Salem, Oregon 97310
Phone: 378-3732
Toll Free Number: 1-800-452-7813

NOTICE OF CONTINUING INTEREST

NOTE: PNRS
TRH

BEN GIFFORD

0081-1-1-1

APPLICANT: Oregon DOT, Highway Division

PROJECT TITLE: Retz Creek Slide Section

PNRS NUMBER: OR820629-069-2

DATE: July 7, 1982

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR

JUL 9 '82

REFER TO

FOR

☒

Please submit additional information to the
State Clearinghouse as requested by Alan Cook,
Parks Division
(Details attached)

Info	Inves	R/D	D/R	Sign	Act	File

☐

Please confer with _____
Potential conflicts with this agency's
programs have been identified. If a
resolution is not achieved, the Clearinghouse
will arrange a formal conference. (Details
attached)

☐

The Clearinghouse wishes to arrange a formal
conference to explore issues raised. You will
be contacted to arrange details.

NOTE:

The Clearinghouse will sign off as soon as
questions have been answered and/or conflicts
resolved.

Attachment

cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg. (3) Engr: A. Shirley
PNRS #4
Revised 2/79
Dis. (7) Engr.: B.E. Brown

If no resolution is reached, the Clearinghouse
requires submission of the final proposal for
review and comment a minimum of 30 days prior
to submission to the funding agency. Final
comments must accompany the application to the
funding agency.

(2)



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 25, 1982

NOTED
H.S. COULTER

In Reply Refer to
File No.:

PRO

TO: Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P.O. Box 647
1975 McPherson Street North
North Bend, OR 97459

FROM: *[Signature]*
for D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 7
Section: Retz Creek Slide Section
Highway: Oregon Coast Hwy. US-101
County: Curry

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 26, 1982.

BLG:bke

Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter

W.J. Hart
Reg. 3 Engr.: A. Shirley
Dis. 7 Engr.: B.E. Brown
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED STATE HWY ENGR						
JUN 28 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

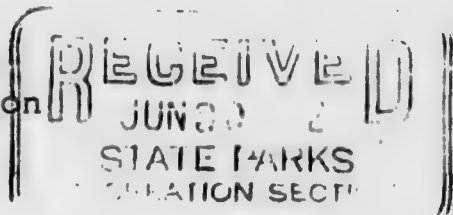


OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION



JUL 02 1982 P N R S STATE REVIEW

Project #: OR 820629-069-2

Return Date: JUL 23 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- () It has no adverse effect.
- () We have no comment.
- () Effects, although measurable, would be acceptable.
- () It has adverse effects. (Explain in Remarks Section)
- (X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- () Additional comments for project improvement. (Attach if necessary)



REMARKS (Please type or print legibly)

Parks Division would like to see more detailed information on proposed/potential alignments that may require Parklands useage prior to making comment

Agency

Parks

By

Alan Cook

PNRS #2

Phone Number 378-6378



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only		1-8] PNRS #		Page One		
02	12] APPLICANT	[45] Department of Transportation		[46] DIVISION Highway [79]		
03	12] APPLICANT ADDRESS	[45] STREET Transportation Building		[46] CITY Salem [60] ZIP 97310 [80]		
04	12] CONTACT PERSON	[45] D.E. Swan		[46] AREA CODE 503 [48] PHONE 378 [55] EXTENSION 6565 [59]		
01	12] PROJECT TITLE	[71] Retz Creek Slide Section				
11	12] PROJECT LOCATION—CITY	OREGON COAST HIGHWAY US-101		PROJECT LOCATION—COUNTY	CURRY	
				PROJECT LOCATION SEC:	T: R:	
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)					
06	The purpose of this project is to lessen the current risk of landsliding and					
07	embankment erosion, two natural hazards which threaten the existing alignment					
08	of U.S. 101. The proposed project is to realign the highway towards more stable					
09	ground.					
10						
12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER TOTAL	
	12] (A) Grant [19]	(B) Other [20]	(C) State [27]	(D) Local [28]	(E) FUNDS [51]	(F) FUNDS [52]
	397,000	----	53,000	----	----	450,000
13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B)		[45] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]			
14	12] FEDERAL PROGRAM TITLE [71] Title 23 USC Highways					
15	12] FEDERAL AGENCY NAME [45] U. S. Department of Transportation		[46] FEDERAL SUB-AGENCY NAME [79] FHWA			
17	(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)					
	STATE [X] 12	INTER-STATE [] 13	COUNTY [] 14	CITY [] 15	SCHOOL DISTRICT [] 16	
					SPECIAL DISTRICT [] 17	
					COMMUNITY ACTION [] 18	
					SPONSORED ORGANIZATION [] 19	
					OTHER [] 20	
	(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)					
	NEW GRANT [X] 21	CONT. GRANT [] 22	SUPPL'T GRANT [] 23	INCREASE DURATION [] 24	DECREASE DURATION [] 25	
					CANCELLATION [] 26	
					INCREASE DOLLARS [] 27	
					DECREASE DOLLARS [] 28	
	(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?		(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED	
	Yes [X] 29	No [] 30	Yes [X] 31	Yes [] 33	Yes [] 35	
	Date: June 25, 1982		No [] 32	No [X] 34	No [X] 36	
	(G) ESTIMATED APPLICATION FILING DATE:		41] MONTH [42] July	DAY [44] 26	YEAR [46] 1982	

ADDITIOAL INFORMATION-ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance?

No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals?

No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans?

No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction?

No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction?

No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified?

No ☐ Yes ☒ Date: June 25, 1982

VI. If project includes state funds (12C), identify agency

Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM

BUDGETED ☐

NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH

OTHER FUND CASH

IN KIND

\$ _____

\$ _____

\$ _____

(c) FUNDING METHOD

FEDERAL SHARE

STATE SHARE

TOTAL

First Year % _____ \$ _____ % _____ \$ _____ % _____ \$ _____

Second Year % _____ \$ _____ % _____ \$ _____ % _____ \$ _____

Third Year % _____ \$ _____ % _____ \$ _____ % _____ \$ _____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

F-2-1(-)

A. Project Identification:

Date	June 14, 1982		
Section	Retz Creek Slide	City	Hwy. No. 9
Highway	Oregon Coast	Begin M.P.	303.98 Length 0.8
County	Curry	Program Estimate	
Region	3	Funding Source	State

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of this project is to lessen the current risk of landsliding and embankment erosion, two natural hazards which threaten the existing alignment of U.S. 101. The proposed project is to realign the highway towards more stable ground. The project may require land from Humbug Mtn. State Park, depending upon the outcome of geo-technical studies now underway to determine ground stability conditions.

C. Recommended Project Classification:

Project Class	Documentation	Other Documentation
☐ I	Draft and Final EIS	☐ Wetlands Finding/Analysis
☒ II	Categorical Exclusion	☐ Endangered Species List
☐ III	Environmental Assessment	☐ Biologic Assessment
		☒ Cultural Resources Survey
		☐ Section 106 Procedures
		☒ Section 4(f) Evaluation (if necessary)
		☒ Noise Study Report
		☐ Indirect Source Construction Permit

Basis for Recommended Classification:

The project can be accomplished with only minor amount of right-of-way being required and without displacement of homes or businesses. Land potentially required from Humbug Mtn. State Park is undeveloped, and there are no plans for development; recreational impacts would consequently be minor.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	yes, paved	same
Average Daily Traffic (Volume and Year)	3000, 1979	same
Alignment (New, Combined, Existing)		new
Speeds (Posted and Estimated)	55	55

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	<u>4½(±)</u>
Estimated Number of Parcels	<u>Not determined</u>
Residential Displacements (No.)	<u>0</u>
Business Displacements (No.)	<u>0</u>

Describe:

Approximately one half of this section is within an undeveloped portion of Humbug Mtn. State Park. The remainder consists of undeveloped land typical of the southern coast.

2. Estimated Impact on Land Use:

None.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No impact on volumes, flow, or patterns.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

The proposed alignment is away from the ocean. A concrete box culvert on Retz Creek will need extending. This is typical south coast terrain.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

One half of this project lies within an undeveloped portion of Humbug Mtn. State Park. Due to the terrain, development isn't practical. The proposed minor realignment has no detrimental impact on the park, however, maintaining the functional capability of the highway is essential to continued usage of the park.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number: Gerald Parker (440-3399)

(Attach Project Location Map)

(3-25-82)



NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME

Retz Creek and Frankport Slide Revisions

HIGHWAY NAME

Oregon Coast

HIGHWAY NUMBER

9

REGION

3

ADMINISTRATIVE DISTRICT

7

COUNTY

Curry

CITY

LENGTH

10.68

MILEPOST NUMBER

304.17

TO

314.85

☒

RURAL

☐

URBAN

LOCAL GOVERNMENT PROJECT?

☐

YES

☒

NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS

☐

FAI

☒

FAP

☐

FAS

☐

STATE

☐

FAUS

☐

OTHER

METHOD OF CONSTRUCTION

☒

CONTRACT

☐

STATE FORCE

☐

OTHER

TYPE OF WORK

☒

GRADING

☒

PAVING

☐

STRUCTURE

☐

SIGN

☐

SIGNAL

☐

ILLUMINATION

☐

ROADSIDE IMPROVEMENT

☐

OTHER

PROJECT DESCRIPTION

Proposed project is to realign two separate slide areas at Retz Creek and Frankport. Retz Creek slide is caused by the ocean erosion. A shift in alignment away from the ocean is proposed.

At Frankport an old slide situation exists. The line shift proposed is easterly away from the ocean. The slide at Retz Creek may involve state park land. This has not been determined as the R/W map is rather vague. A need for additional R/W has not been determined.

RECEIVED

JUN 17 1982

ROAD DESIGN
SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

1979

3,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF
SERVICE

EXISTING

A

☐

B

☒

C

☐

D

☐

E

☐

F

☐

PROPOSED

☐

☒

☐

☐

☐

☐

DESIGN SPEED (MPH)

55

DESIGN STANDARDS

3R

TRAFFIC ANALYSIS

☒

LIGHT

☐

MEDIUM

☐

HEAVY

These are short realignment sections and the proposal is to construct to the widths of the adjoining sections with the exception of using 12' lanes at both areas.

APPROVED

Location Engineer

Date 5/25/82

3 - FEATURES

EXISTING NUMBER AND WIDTH

PROPOSED NUMBER AND WIDTH

TRAVEL LANES	Variable 2 & 3 @ 11' and 12'	Variable 2-3 @ 12'
SHOULDERS	2 @ 4'	2 @ 4'
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS	Shoulder	Same
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☒	☐	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☐	☐
Illumination	☐	☒	☐	Separated	☐	☐	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☐	☐	☒
Stream _____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☐	☒
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☒
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☐	☒
Right of Way 2 parcels	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition 3 acres ±	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☐	☒	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing _____	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone, power

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	—
CORRIDOR APPROVAL	()	—
FIELD SURVEY	(2)	2
PRELIMINARY DESIGN	()	—
DESIGN APPROVAL/FINAL EIS	()	—
RIGHT-OF-WAY DESCRIPTIONS	()	1
RIGHT-OF-WAY ACQUISITION	()	—
P.S. & E. DOCUMENTS	()	3

RECOMMENDED CONSTRUCTION DATE

(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Aggregate Base	20"	
Asphaltic Concrete	4"	

7 - TYPICAL SECTION AND LOCATION

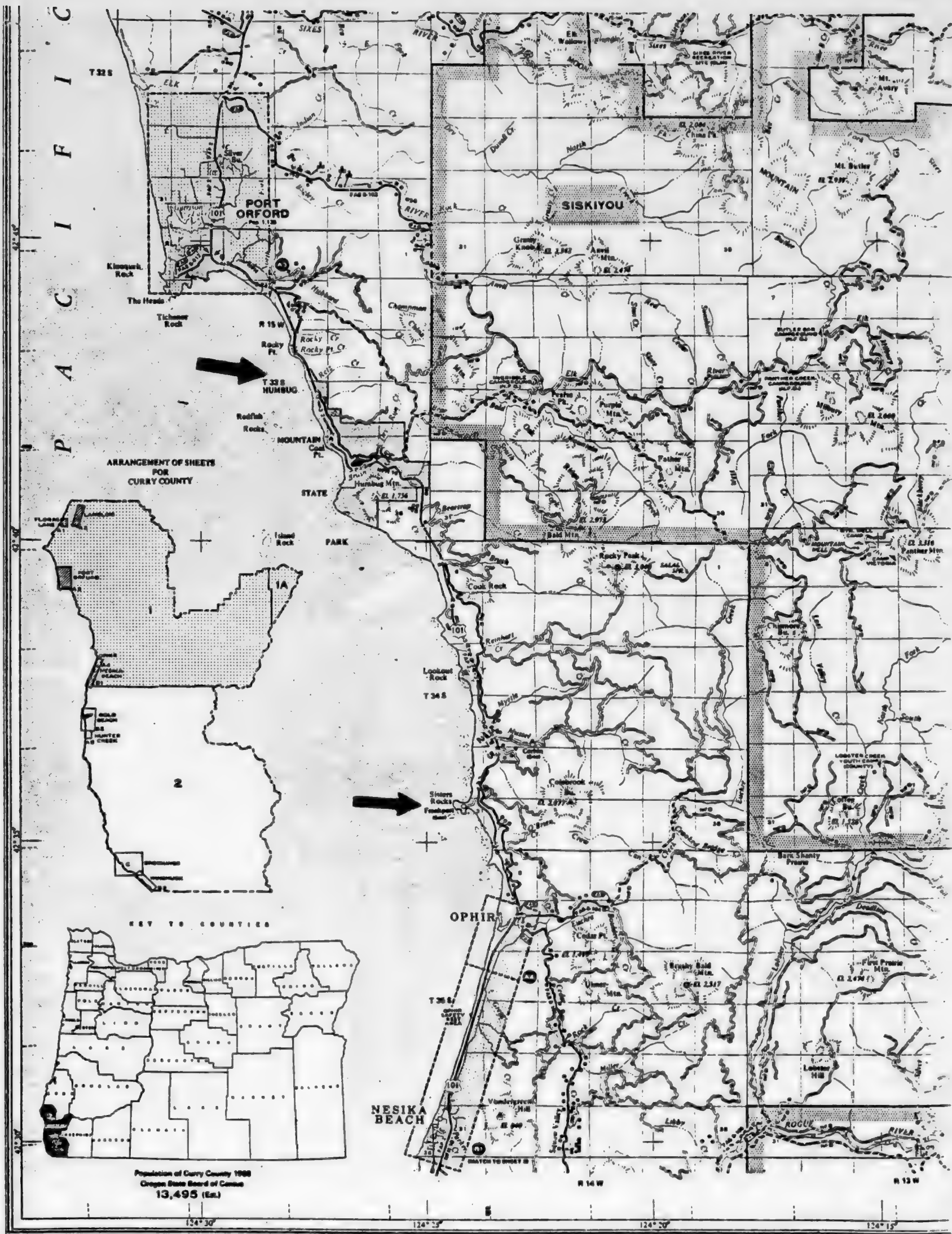
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	30,000	20.600
RIGHT OF WAY		
TRAFFIC CONTROL		53.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	700,000	700.000
OTHER		
ENGINEERING & CONTINGENCIES	140,000	140.000
PROJECT TOTAL <i>w/o R/W Costs</i>	870,000	913.600

SUBMITTED BY

R. B. 15



DATE: May 6, 1982

ACC

TO: Oregon Transportation Commission

FROM: H.S. Coulter, P.E.
State Highway Engineer

SUBJECT: Finance Approval
Seven Slide Correction Projects in Region 3

On the consent calendar for the May 20 meeting will be a request to add 7 slide correction projects in Region 3 to our construction program:

1. Coquille & Myrtle Point Slide Repairs
Coos Bay-Roseburg Highway
Coos County
2. Drain Slide (M.P. 1.0)
Drain-Yoncalla Highway
Douglas County
3. Arizona Slide Sealing and Drainage Improvement
Oregon Coast Highway
Curry County
4. Myrtle Grove Slide
Dillard Highway
Douglas County
5. Bear Creek-Camas Mountain Slide Correction
Coos Bay-Roseburg Highway
Douglas County

Oregon Transportation Commission
May 6, 1982
Page 2

6. Retz Creek and Frankport Slides
Oregon Coast Highway
Curry County
7. Winchester Bay Slide
Oregon Coast Highway
Douglas County

Financing of the \$1,887,000 estimated construction costs would be by Federal-Aid Primary funds, including \$224,000 State match.

I recommend your approval and request authority to sign the necessary agreements for and on your behalf.

KO:bkc

bc: Fred D. Miller
R.W. Gormsen
R.N. Bothman
W.E. Schwartz
E.S. Hunter
D.H. Moehring
J.H. Versteeg
Frank Terpin
Alfred Shirley
V.E. Skoog
George Bell

1983 Round Butte Rock
Production. 6 mi. W. of
Madras.

9663

December 9, 1983

Reliance Insurance Co.
PO Box 1788
Eugene, OR 97440

CON 5
#9663

Gentlemen or Ladies:

Contract No. 9663 awarded to R. J. Taggart Construction Co., Inc. for the Round Butte Rock Production Project in Jefferson County.

Final payment in the amount of \$1,036.42 will be released to the contractor after December 14, 1983. The total contract amount is \$55,176.22 including \$1,875 for work performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: R. J. Taggart Construction Co., Inc.
3450 Cherry Avenue, NE
Salem, OR 97303

Reliance Insurance Co.
825 NE Multnomah
Portland, OR 97232

I. L. Kingrey
PO Box 784
Springfield, OR 97477

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Dale Allen

11/15/83
Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wackerlig

RECEIVED

NOV 28 1983

ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
ROUND BUTTE ROCK
Action PRODUCTION

Narrative Report

9663

Jefferson Co.

The specified completion date of the project was changed from 10-31-83 to 8-31-83 by revision letter No. 1. Subsequently a letter dated 8-15-83 from R. J. Taggart requesting extension beyond the 8-31-83 deadline was recieved in this office. The letter was dated 8-15-83. On 8-22-83 this office forwarded the necessary forms to the contractor for making this request in writing. This form, "The Contractors Request for Increase in Number of Workdays", was completed by R. J. Taggart and submitted to Salem on 9-9-83. The request was for an extension to 10-10-83 based on the fact that the stockpile site was not ready. As of this date 6 days have been granted.

Ron Alley was hired to clean the stockpile site on an extra work order. Alley started on 9-2-83 and worked through 9-7-83 leveling the site with a cat. A stated maintenance crew ^{hailed} ~~helped~~ in unscreened cinders and bladed them over the floor of the stockpile site completing the work on 9-14-83. That same day the survey crew ran levels over the stockpile site and at 2:30 that afternoon R. J. Taggart began production.

The regular work day, once production was in full swing, consisted of two 8 hr. shifts (from 5 AM to 1 PM and from 1 PM to 9 PM). Each shift was comprised of four men which included a supervisor and three operators, ie. one cat operator pushing raw material to the crusher, one crusher operator and one loader operator building the stockpile. During the day shift the loader operator also loaded State Maintenance trucks at the site.

Crushing proceeded without significant interruption averaging about 210 cubic yards per hour with very little down time.

Material was in specification. Tests were run at intervals to determine that 100 percent of the production was passing the 5/8 " sieve. There were no failing tests. In addition to these tests, two tests were run to determine complete gradation. Average results of these tests show approximately 98 percent passing the 1/2", 82 percent passing the 3/8", 55 percent passing the #4, 30 percent passing the #16, and 20 percent passing the #30 sieves.

A check and record sample was taken by Randy Davis on 9-16-83.

The stockpile site, when completed, proved to be only large enough for about 20,500 cubic yards. It was decided, therefore, to haul approximately 3,500 cubic yards to sites in Madras, Warm Springs and Willowdale in order to accommodate the 24,000 cubic yards called for by the contract. Maintenance did the hauling and the contractor supplied the loader and the operator. Hauling took place on 5 days during the ^{Crushing} ~~crushing~~ process, ie Sept. 19, 20, 21, 22, and the 26.. In that period 3355.78 cubic yards were hauled by truck measure. This combined with the 21,819.93 cubic yards determined by remeasure on Sept. 27 to be in the stockpile gives a total of 25, 175.71 cubic yards.

The new quarry site produced good material with very little oversize. No blasting was required and a single cat with rippers was able to do the excavation and push the material to the crusher.

W. H. Robertson 11-2-83

1 Veratez
 2 Anderson
 3 Adams
 4 Macnab
 5 Stoudenmeyer
 6 Terpin
 7 Trout
 8 Wakarusa

RECEIVED

NOV 28 1983

ROAD DESIGN
 SECTION

Do Not File ☐
 Return to

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Round Butte Rock Production

Contract No. 9663

Highway: Belmont Lane

Prefix No. 16-4201

County: Jefferson

F. A. No. STATE

Item No.	Item	Unit	Original	Semi-final
1	5/8"-0 Material in Stockpile	Cu. Yd.	24,000.00	25,175.71 +4.7
	Bid Items	52,560.00	55,134.80	+4.7
	Contingencies	2,365.20	1,875.00	
	Engineering	5,256.00	4,000.00	
	Liquidated Damages	0.00	-1,870.00	
	Totals	60,181.20	59,129.80	-1.1

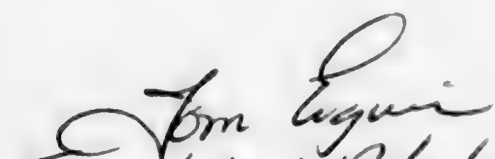
FORM 734-3001		SECTION		WEEK ENDING	
FIELD ENGINEER'S WEEKLY REPORT		Round Butte Rock Production		November 12, 1983	
OREGON STATE HIGHWAY DIVISION		HIGHWAY		SECTION PREFIX	
FOR CONSTRUCTION PROJECTS ONLY		Belmont Lane		16-4201	
CONSTRUCTION AND BRIDGE SECTION		COUNTY		Jefferson	
NAME OF JOB		KIND OF WORK			
Round Butte Rock Production		Rock Production			
CONTRACTOR		CONTRACT NUMBER		FEDERAL AID PROJECT NUMBER	
R. J. Taggart		9663		State	
DATE OF CONTRACT		DATE WORK STARTED		ESTIMATED COMPLETION DATE	
June 21, 1983		August 31, 1983			
AVERAGE FORCE ON PROJECT FOR THE WEEK:		SPECIFIED WORK DAYS		WORK DAYS USED	
MEN: 0 SUPERVISION: 0		SPECIFIED CALENDAR DAYS		CALENDAR DAYS USED	
		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED	
		August 31, 1983		Time elapsed plus 17 days	
PROJECT AUTHORIZATION: 60,181.20		ENGINEERING AUTHORIZATION 5,256.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
EXCLUSIVE OF ENGINEERING: 54,925.20		ENGINEERING COST TO DATE 4,000.00		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 59,129.80		PERCENT OF AUTHORIZATION 76%		DATE PROJECT WAS COMPLETED: September 23, 1983	
ESTIMATED PERCENT: 1.7% (OVER RUN / UNDER RUN)					
ESTIMATED PERCENT COMPLETE (ROADWORK)					
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
					100
		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM
					PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)				24,000 C.Y.	
TOTAL QUANTITIES CORRECTED TO DATE				24,000 C.Y.	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				25,175.71 C.Y.	
AVERAGE DAILY QUANTITIES				0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0	
NUMBER OF SHIFTS PER DAY				0	
HOURS PER SHIFT				0	
EQUIPMENT USED DURING THE WEEK:					
ESTIMATED PERCENT COMPLETE (STRUCTURES)					
BRIDGE NO.					
PERCENT					
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY	
SUNDAY				Project Completed	
MONDAY					
TUESDAY					
WEDNESDAY					
THURSDAY					
FRIDAY					
SATURDAY					

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal submitted to Region 11-8-1983


 For W.W. Robertson LOCATION Bend
 SIGNED _____

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

76
September 27, 1983

R. J. Taggart
3450 Cherry Avenue NE
Salem, OR 97303

CON

Time Extension Request
Round Butte Rock Production
Contract No. 9663

Your request for additional contract time in which to complete the above project has been carefully considered. You requested 40 additional calendar days due to a delay in preparation of the stockpile site. This work was done under an Order for Extra Work and our records indicate that the work was done on parts of four workdays, which converts to an equivalent six calendar days. Therefore, a contract time adjustment of an additional six calendar days is granted. The adjusted contract time of completion of this project is September 6, 1983.

Should you wish to submit additional data, or to review this matter further, please contact Project Manager Will Robertson.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Dale Allen w/att.
W. W. Robertson w/att.
Bob Church



STATE OF OREGON

INTL. OFFICE MEMO

TO: Bryant Jackmond
Contract Administration Engineer

FROM: Robert C. Pool
Region Operations Engineer

SUBJECT: Round Butte Rock Production, Contract No. 9663
Jefferson County

DATE: September 9, 1983

CAE

FOE

CCS

SCS

EO

RECEIVED

SEP 13 1983

CONSTRUCTION
SECTION

OM

CA

LC

TC

FE

CP

Here is a request for additional time which was submitted by R. J. Taggart Construction. They are asking for 40 additional days to complete the work. As of this date they have not started crushing, but they have completed the site preparation work.

At the preconstruction conference (June 28) the contractor said he wanted to start clearing work on July 20, as well as doing the extra work of leveling a stockpile area. On June 29, Wil called Taggart and advised that we wanted to do the stockpile leveling work on an extra work order. On July 20 Wil staked the stockpile area.

Taggart hired Ron Alley to do the clearing, stripping, etc. as well as the stockpile preparation work. He wanted all this work completed prior to his moving in his crusher. He evidently left it to Ron Alley to contact Wil and arrange for an onsite meeting prior to starting the dozer work.

Around the first week in August Ron Alley contacted Wil about the meeting and Wil couldn't make it because of prior commitments. Some time later Wil contacted Ron Alley with a proposed meeting date, but Ron couldn't make it because he was busy. They finally got together on August 22.

From June 29 through August 15 Taggart had no communications with Wil. He made no visible attempt to get Ron Alley on the job. Wil was in his office every morning at 7:30, every afternoon at 4:30, and in-and-out in between. An officeman was in during regular office hours. There was only one occasion when Wil could not make a proposed meeting with Ron Alley.

I recommend that we grant three days additional time to cover the 18 hours of extra work. No additional time is recommended because the contractor made no real attempt to pursue to work.

9-21-83

SUMMARY:

Date Awarded:	June 21, 1983
Specified Completion Date:	August 31, 1983
Work Started:	August 31, 1983
Additional Time Requested:	40 Days
Recommendation:	3 Days

W. E. Schwartz -

Contractor's sub worked parts of 4 days on Ex. Work. I therefore recommend a time extension of $(4 \times 1.4) = 5.6$, or 6 calendar days.

D. B. Jackmond

RCP:br
Enclosure

1983 Warner Rock Production, 9664
Warner Highway.

November 27, 1984

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97440

CON 5
#9664

Gentlemen or Ladies:

On November 13, 1984, we wrote to you concerning release of final payment on Contract No. 9664 awarded to Fremont Construction, Inc. for the Warner Rock Production Project on the Warner Highway in Lake County.

Final payment on this contract is \$3,318.15 and the total contract amount \$138,260.47. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Fremont Construction, Inc.
PO Box 1110
Lakeview, OR 97630

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Dale Allen

FORM 734-3001					
FIELD ENGINEER'S WEEKLY REPORT OREGON STATE HIGHWAY DIVISION FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION					
			SECTION Warner Rock Production		WEEK ENDING October 13, 1984
			HIGHWAY Warner	SECTION PREFIX 19 - 4201	
NAME OF JOB Warner Rock Production			KIND OF WORK Crushing	COUNTY Lake	
CONTRACTOR Fremont Construction			CONTRACT NUMBER 9664	FEDERAL AID PROJECT NUMBER State	
DATE OF CONTRACT June 21, 1983			DATE WORK STARTED September 15, 1983	ESTIMATED COMPLETION DATE	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0			SPECIFIED WORK DAYS	WORK DAYS USED	
			SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED	
PROJECT AUTHORIZATION: , 162,416.50			SPECIFIED COMPLETION DATE October 15, 1983	PERCENT OF TIME ELAPSED 100	
EXCLUSIVE OF ENGINEERING: , 149,539.50			ENGINEERING AUTHORIZATION , 12,879.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING , 136,442.32			ENGINEERING COST TO DATE , 12,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100	
ESTIMATED PERCENT: OVERRUN UNDERRUN 9%			PERCENT OF AUTHORIZATION 93%	DATE PROJECT WAS COMPLETED: August 15, 1984	
ESTIMATED PERCENT COMPLETE (ROADWORK)					
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD
SIZE					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK:					
NONE					
ESTIMATED PERCENT COMPLETE (STRUCTURES)					
BRIDGE NO.					
PERCENT					
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY	
SUNDAY 7					
MONDAY 8					
TUESDAY 9					
WEDNESDAY 10					
THURSDAY 11					
FRIDAY 12					
SATURDAY 13					

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	
MONDAY 8	
TUESDAY 9	
WEDNESDAY 10	
THURSDAY 11	
FRIDAY 12	
SATURDAY 13	

REMARKS

Semi - Final submitted 10/10/84

FINAL REPORT

SIGNED

Jerry C. Thackery
Jerry C. Thackery, Project Manager

LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

Rock Crushing

Road Surfacing

FREMONT Construction, Inc.

P.O. Box 1110

Lakeview, OR 97630

Ph. (503) 947-2525



October 3, 1984

Jerry Thackery
State Highway Department
Project Manager
2557 Altamont Drive
Klamath Falls, Oregon 97402

Dear Jerry,

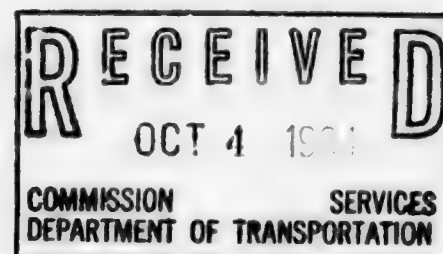
Concerning Contract #9664, Warner Rock Production, in Lake County, Oregon. This project was finished on August 15, 1984. I have repeatedly asked to have the job finalled, I have complied with all requests pertaining to the job, but, I am not able to get my retainage. Mr. Bruce Walton of the Salem office informs me he is short a number of documents from your office that he needs before he can send me the retainage. I would surely appreciate your co-operation on getting this taken care of in a timely fashion.

Sincerely yours,

Dale Fish
Dale Fish, President
FREMONT CONSTRUCTION, INC.

C.C. Dale Allen
P. O. Box 5309
Bend, Oregon 97708

Robert Gormsen
Transportation Bldg.
Salem, Oregon 97310



1983 W. 1st Ave.-S.P.T.C. 9665
Xing (Eugene) Sec., Van Buren
St. (tr. sig, rev.)

May 15, 1987

COMCO Construction Co. Oreg. Ltd. dba
Salem Road & Driveway Company
P. O. Box 603
Salem, OR 97308

CON 5
9665

Re: Time Extension Appeal
Sandy River-Mitchell Point
Contract No. 9665

At our February meeting with you to review the matter of contract time on the above project, it was agreed that you and/or your subcontractor would submit additional data for our review. These data were received from your subcontractor in March and our Project Manager has made an in-depth, detailed review of the project activities and contract time.

The data submitted by your subcontractor provided little, if any, information not previously considered or to assist in contract time analysis. The transmittal addressed the following three items:

1. Increased Quantity of Bid Item No. 35 - Adjust Guardrail
2. Extra Work Order No. 7 (Actually No. 8) - Slide Area
3. Extra Grout Under Barrier

We have carefully reviewed the contract work activities actually performed on this project on a day-by-day basis and conclude that the above items did not cause the overrun in contract time on this contract. Our review clearly indicates that the overrun in contract time on this contract was the direct result of extended periods of inactivity by you and your subcontractor. These delays were self-induced and cannot be considered as valid reasons for an adjustment of contract time. Two examples of these kinds of delays are as follows:

1. Your subcontractor performed no concrete median barrier work from April 4, 1984, to June 11, 1984 - a period of some 68 calendar days - although there was contract work to be done on the concrete barrier on the east end of the project. Contract time was not counted during this period due to the terms mutually agreed upon in Price Agreement No. 14.

Time Extension Appeal
Sandy River-Mitchell Point
Contract No. 9665
Page 2

2. Price Agreement No. 14, issued at your request, delayed the asphaltic concrete paving from April 1, 1984, to June 15, 1984, and extended contract time by 76 calendar days. The asphaltic concrete paving did not start until about July 6, 1984 - some three weeks after the time mutually agreed to in Price Agreement No. 14.

These are only two examples of delay in project completion caused by inactivity by you and/or your subcontractor. There are many others.

Your request for reconsideration of additional contract time in which to complete this project is denied.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood
Reid Meritt

05151m

cc: OSHD (Rulien)

STATE COPY


 US Department of Transportation
 Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY LANE	DIVISION OREGON
DATE OF REPORT 2/4/86	REPORT MADE BY W. N. BRYANT, AREA ENGINEER		PROJECT NO. RRP-1355(1)
COMPLETION DATE (Actual) 2/15/84	ACCEPTANCE DATE BY CONTRACT AGENCY 11/20/84	TIME ELAPSED 72 %	CONTRACT TIME 65 calendar days

LOCATION

CITY STREET, WEST 1ST AVENUE TO SPTC X'ING (EUGENE)

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
 (Projects over \$500,000)
 A copy of the State's materials certificate is attached to the Division office copy of this report.
 There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.

WEST 1ST AVE. - SPTC X'ING (EUGENE)
CITY STREET
Traffic Signal

Work completed under this project consisted of the installation of a railroad preemption interconnection with existing traffic signals and other incidental work common to this type project.

A contract in the amount of \$60,550.00 was awarded Clark Electric, Inc., Eugene, Oregon on 6/23/83. Work began on 12/13/83 and was completed on 2/15/84 in reasonably close conformance with the approved plans and specifications, including approved changes, at a final cost of \$73,279.85 which includes \$60,224.50 for original bid item work, \$2224.19 for approved force work, \$2970.38 for State force work and \$7,860.78 for construction engineering.

A total of 65 calendar days were used in completing the work as compared to the 90 calendar days allowed under the contract.

The State has explained all major significant overruns and underruns in a satisfactory manner. A copy of the explanation is attached to the Division Office copy of this report.

RECEIVED STATE HWY ENGR							
FEB 7 '86							
REFER TO <i>Fredrickson</i> FOR							
Info	Inves	R/D	D/R	Sign	Act	File	

NOTED
W. E. SCHWARTZ

cy
2/10

ACCEPTANCE OF PROJECT IS RECOMMENDED				ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION			
SIGNATURE <i>W. N. Bryant</i> <i>Area Engineer</i>				SIGNATURE <i>W. E. Schwartz</i> <i>Field Operations Engineer</i>			
TITLE AREA ENGINEER		DATE 2/15/84		TITLE FIELD OPERATIONS ENGINEER		DATE 2/15/84	

November 30, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9665

Gentlemen or Ladies:

On November 27, 1984, we wrote to you concerning release of final payment on Contract No. 9665 awarded to Clarke Electric, Inc. for traffic signal revision on West First Avenue-S.P.T.C. Crossing in Lane County.

Final payment on this contract is \$359.50. The total contract amount is \$62,448.69 including \$2,224.19 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Clarke Electric, Inc.
450 West Fifth Street
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
James J. Gix

FORM 734-3001		SECTION		WEEK ENDING	
FIELD ENGINEER'S WEEKLY REPORT		West 1st Avenue - S.P.T.C. Xing		September 1, 1984	
OREGON STATE HIGHWAY DIVISION		HIGHWAY		SECTION PREFIX	
FOR CONSTRUCTION PROJECTS ONLY		City Street		320-1075	
CONSTRUCTION AND BRIDGE SECTION		COUNTY		Lane	
NAME OF JOB		KIND OF WORK			
West 1st Avenue - S.P.T.C. Xing		Traffic Signal			
CONTRACTOR		CONTRACT NUMBER		FEDERAL AID PROJECT NUMBER	
Clarke Electric		9665		RRP-1355(1)	
DATE OF CONTRACT		DATE WORK STARTED		ESTIMATED COMPLETION DATE	
June 23, 1983		December 12, 1983		Complete	
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0		SPECIFIED WORK DAYS		WORK DAYS USED	
MEN: 0 SUPERVISION: 0		SPECIFIED CALENDAR DAYS		CALENDAR DAYS USED	
PROJECT AUTHORIZATION: 73,823.88		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED	
EXCLUSIVE OF ENGINEERING: 67,376.38		15 February 1984		N/A	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 64,000.00		ENGINEERING AUTHORIZATION 6,447.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
ESTIMATED PERCENT: XXXXX UNDERRUN 3%		ENGINEERING COST TO DATE 7,700.00		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97	
		PERCENT OF AUTHORIZATION 119%		DATE PROJECT WAS COMPLETED: February 15, 1984	
ESTIMATED PERCENT COMPLETE (ROADWORK)					
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM
					PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK:					
None					
ESTIMATED PERCENT COMPLETE (STRUCTURES)					
BRIDGE NO.					
PERCENT					
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY	
SUNDAY		N/A			
MONDAY					
TUESDAY					
WEDNESDAY					
THURSDAY					
FRIDAY					
SATURDAY					

CE E CAE RECEIVED LS TC
 COE A OM SA CC FE
 CA SEP 5 1984 MA FILE
 CAH CONSTRUCTION QCS
 GP SECTION FILE FILE
 LEO FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
8/26/84 SUNDAY	
8/27/84 MONDAY	No Activity this week.
8/28/84 TUESDAY	
8/29/84 WEDNESDAY	
8/30/84 THURSDAY	
8/31/84 FRIDAY	
9/1/84 SATURDAY	
REMARKS	
Second NOTification - February 15, 1984 Third Notification - 8/17/84. Semi-final to be submitted on 8/31/84. This is the last weekly report for this project. SIGNED <u>Larry D. Lindley</u> LOCATION <u>Eugene</u> D. W. GREENE, Project Manager	

rll U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. RRP-1355(1)						
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See Below						
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 90297	2A. COUNTY NAME Lane						
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon								
7. DATE AUTHORIZATION EFFECTIVE 2/15/84	8. FEDERAL ROUTE NUMBER FAU 1355	9. STATE ROUTE NUMBER City Street						
10. GENERAL LOCATION: West 1st Avenue - SPTC X'ing (Eugene)								
11. GENERAL DESCRIPTION OF WORK Install electric service for signals								
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; margin-top: 10px;"> <tr> <td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td> <td>☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td> </tr> <tr> <td>☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION</td> <td>☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS</td> </tr> <tr> <td>☐ ACQUISITION OF RIGHT-OF-WAY</td> <td>☐ OTHER (Specify)</td> </tr> </table>			☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS							
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS							
☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)							
13. REMARKS Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/15/84 as requested in Mr. Fredrickson's letter of 3/28/84 as being cost effective for the use of Eugene Water and Electric Board forces to proceed with the above work. State Force Order No. 5 representing work to be performed by Eugene Water and Electric Board forces is approved for a TEC of \$600 Federal Funds \$540.								
14. DATE 4/3/84	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator						

RECEIVED	
STAT HWY E	
APR 11 '84	
REF TO	
FOR	
info	R/P
D/R	M/P
A/P	File

DATE: December 20, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
RRP-1355(1)

Contract 9665, Work Started December 13, 1983

Project W. 1st. Ave.-SPTC X'ing. (Eugene)

Highway City Street

County Lane

RDC:mk

cc: R. D. Church

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER <u>8-69</u>		County LANE
PROJECT REPORT NUMBER		Project Number RRP-1355 (1)
MODIFICATION NUMBER		
MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 2,000.00	\$ 81,151.00
Federal funds	\$ 1,800.00	\$ 73,035.00
Other revisions		

This modification is made for the following reasons: to add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 1983.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By Harry R. Potter

Manager, Program Section
(Title)

For: H.S. Coulter, P.E.
State Highway Engineer

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [Signature]
(Division Administrator)

For: Dale E. Wilken

Oregon State Highway Division
Salem, Oregon July 26, 1983

Federal-Aid Project No. RRP-1355(1)

West 1st Ave.-SPTC X'ing (Eugene)
Eugene City Street
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	\$	8,650.00
-------------------------	--------------	----	----------

Type Code Y031
Signal Interconnect (West 1st Ave. at Van Buren St.)

Temporary Protection and Direction of Traffic	All Required	\$	1,180.00
Temporary Signs	190 Sq. Ft.	5.00	950.00
Temporary Barricades	4 Each	40.00	160.00
Flagmen	30 Hour	5.00	150.00
Traffic Signal Installation, Complete	All Required		58,110.00
		\$	<u>60,550.00</u>

Anticipated Items

Railroad Protective Cost	All Required		1,000.00
City Furnished Software	All Required		500.00
Signal Controller Testing and Turn-on	All Required		1,925.00
		\$	<u>3,425.00</u>

Subtotal	\$	63,975.00
Engineering		<u>9,276.00</u>
Total	\$	<u>73,251.00</u>

Length of Project	0.00 mi.
-------------------	----------

Retained in Program

Work by S.P. Co.

All Required

\$ 500.00

SUMMARY OF FUNDS (90%)

Description

Total Cost

Federal Funds

PUC Funds

Preliminary Engineering
Signal Interconnect
Total

\$ 8,650.00
73,251.00
\$ 81,901.00

\$ 7,785.00
65,925.00
\$ 73,710.00

\$ 865.00
7,326.00
\$ 8,191.00

Group 1 100%
Contract No. 9665
Prefix: 320-1946
Prefix: 320-1075

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-41	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 10-7-80	State Oregon County Lane Project No. RRP-1355(1)
---	--	--

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., W. 1st Ave. to SPTC Xing (Eugene)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-14-80	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)		

ESTIMATED TOTAL COST OF PROJECT	FUNDS PRO RATA 90.0% FEDERAL FUNDS
\$ 2,000.00	\$ 1,800.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION (Official name of Highway Agency) By Asst. State Highway Engineer (Title) XXX For: H.S. Coulter State Highway Engineer (Title) By _____ (Title)	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By (Division Administrator) For: G.L. Green Date executed by Division Administrator 10-7-80
---	--

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

- a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.
- b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Can file

Oregon State Highway Division
Salem, Oregon October 2, 1980

Federal Aid Project
No. RRP-1355(1)

West 1st Ave.-SPTC Xing (Eugene)
City Street in Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	\$2,000.00
	TOTAL	<u>\$2,000.00</u>

Length of project ----- 0.0 miles

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Fed. Funds</u>	<u>PUC</u>
Preliminary Engineering	\$ 2,000.00	\$ 1,800.00	\$ 200.00
<u>Retain in Program Status</u>			
Traffic Signals	<u>15,000.00</u>	<u>13,500.00</u>	<u>1,500.00</u>
TOTAL	\$17,000.00	\$15,300.00	\$1,700.00

Group 1 100%
Prefix 320-1946

FILES

June 8, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 16, 1983 on the following projects:

1. Davenport Road-Powder River
Chandler Lane, Baker County
Paving

Eleven-foot lanes with 5-foot aggregate shoulders. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established...If the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Conifer Boulevard-Circle Boulevard (Corvallis)
Pacific Highway West, Benton County
Grading, Paving and Signals

Twelve-foot lanes with left-turn median lane and 6-foot shoulder bikeways. Pedestrian signals will be installed at major intersections on this project.

3. Retz Creek Slide
Oregon Coast Highway, Curry County
Grading and Paving.

Slide correction. Eleven-foot lanes with 4-foot shoulders. Eleven-foot climbing lane as required. Shoulders on this section will be designated as Narrow Bike Lanes. Additional width is not available due to the instability of the embankment in this area.

4. Round Butte Rock Production
West of Madras, Jefferson County
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting
Page 2

5. Warner Rock Production
Warner Highway, Lake County
Aggregate Crushing

Same as No. 4.

6. West 1st Avenue-S.P.T.C. X'ing (Eugene)
Van Buren Street, Lane County
Traffic Signals

Pedestrian signals will be installed on this project.

7. Zoo Exit-Vista Ridge Tunnel
Sunset Highway, Multnomah County
Paving

Bikeway project. A westbound shoulder bike lane of six-foot normal, 4-foot minimum, will be constructed.

8. S.E. 97th Avenue-S.E. 162nd Avenue
Mt. Hood Highway, Multnomah County
Paving and Signals

Bikeway project. Bicycle lanes, normal 7-1/2 feet wide, will be constructed on this project. Additional signals to accommodate bicycles and pedestrians will be installed.

9. L.R.T. O'xing of U.P.R.R. (Holladay Street)
Columbia River Highway, Multnomah County
Structure

Same as No. 4.

10. Eagle Creek-Mitchell Point
Columbia River Highway
Multnomah and Hood River Counties
Paving

Interstate Highway overlay. Ten-foot shoulders provided for bicycle and pedestrian use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting
Page 3

- 11. Forest Grove-Hillsboro**
Tualatin Valley Highway, Washington County
Paving

Bikeway project. Six-foot shoulder bicycle lanes will be constructed on this project.

- 12. Allen Boulevard Interchange**
Beaverton-Tigard Highway, Washington County
Landscaping

Same as No. 4.

RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 23, 1983

PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: PS&E Authorization Request

We request authorization, in accordance with FHPM 6-4-1-6 paragraph 7a, to advertise the following for bids to be received on June 16, 1983. PS&E documents have been submitted to the Division Office for (A) and in addition, we request authorization to proceed with actions necessary to advance the physical construction provided for by (B) in accordance with Oregon's approved Certification Acceptance Plan in the amounts shown.

(A)

FA Project No.

SECTION

IR-84-2(5)15
F-2-1(18)
F-9-1(6)

Sandy River-Mitchel Point Section
Retz Cr. Slide Section
Conifer Blvd.-Circle Blvd. (Corvallis)
Section

RRP-1355(1)
IX-79(9)

W. 1st Ave.-SPTC X'ing Eugene
Allen Blvd. Intchge.

2-642.2
EXF 1140

(B)

RS-B516(2)

Davenport Rd.-Powder River Section
(Total \$325,254; FF \$286,711)

We request Federal-Aid participation be increased to 100% for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145 on the following:

IR-84-2(5)15

Sandy River-Mitchel Point Section

Federal Share

IR-84-2(5)15

<u>Regular</u>	<u>Increase</u>
\$5,224,414	\$440,751

Dale E. Wilken
May 23, 1983
Page 2

Compliance with FHPM 6-4-1-16 has been met concerning material or product selection; the plans conform to FHPM 6-7-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to non-segregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 64-1-2.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by as previously submitted utility-railroad status report.

We certify that the local governments involved with the Projects listed above have approved the projects as submitted in the PS&E documents.

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

We certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject project will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:bks

cc: Stephen Macnab
General Files

rn

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION			1. FEDERAL-AID PROJECT NO. RRP-1355(1)						
LETTER OF APPROVAL AND/OR AUTHORIZATION			2. STATE PROJECT NO. See below						
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Lane							
5. ITEM NO. 90297									
6. TO Mr. H. S. Coulter State Highway Engineer Oregon State Highway Division Salem, Oregon									
7. DATE AUTHORIZATION EFFECTIVE 8-9-82	8. FEDERAL ROUTE NUMBER FAU 1355	9. STATE ROUTE NUMBER City Street							
10. GENERAL LOCATION: West First Avenue - SPTC X'ing #C648.20 (Eugene)									
11. GENERAL DESCRIPTION OF WORK Program Change									
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW									
<table><tr><td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td><td>☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td></tr><tr><td>☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION</td><td>☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS</td></tr><tr><td>☐ ACQUISITION OF RIGHT-OF-WAY</td><td>☒ OTHER (Specify) Program Change and authorization withdrawal.</td></tr></table>				☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☒ OTHER (Specify) Program Change and authorization withdrawal.
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS								
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS								
☐ ACQUISITION OF RIGHT-OF-WAY	☒ OTHER (Specify) Program Change and authorization withdrawal.								
13. REMARKS Based on information contained in memorandum from Frank E. Terpin, Location Engineer, dated July 23, 1982 furnished as attachment to Mr. Swan's letter of July 28, 1982, my authorization to proceed, dated 10-9-79, with the necessary work and approval of SFO #1 and 2 is withdrawn, as project is now scheduled for a contract proposal because of size and scope. <u>Withdrawn</u> construction amount TEC \$15,000 - Federal funds \$13,500. Also, as requested, I approve the revised preliminary engineering costs to a TEC of \$8,650 - Federal funds \$7,785. (Increase TEC \$6,650 - Federal funds \$5,985.)									
14. DATE 8-9-82	15. SIGNATURE OF APPROVING OFFICIAL <i>G. K. Hassner</i>	16. TITLE for Division Administrator							

RECEIVED
STATE HWY ENGR

AUG 19 '82

orig
8-19-82

to
REFER TO
FOR
Info Inves R/D R/SIG

July 19, 1982

TRA

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

SUBJECT: Oregon Project RRP-1355(1)
West 1st Avenue-S.P.T.C. Crossing (Eugene)
Lane County
Your File HFO.3-OR

In your June 14 memorandum, it was indicated that the single 12-inch red lens proposed in advance of the railroad crossing on Van Buren Street near West 1st Avenue in Eugene is not in compliance with the Manual on Uniform Traffic Control Devices.

We do not agree. Part of the problem may be a misunderstanding in that we do not believe that the proposed sign, with the single red lens, is a traffic signal. We agree that it is a traffic control device; however, it is a special type of active signing device to prevent drivers from being trapped on the railroad crossing. It is our interpretation that this is in compliance with the manual. The Manual on Uniform Traffic Control Devices is silent concerning the application of this kind of device at rail-highway crossings.

It is respectfully requested that you reconsider your decision on this element of the project.

bc H. S. Coulter
L. E. George
Alfred Shirley, Jr.

LEG:ds ja

9/10/82



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RRP-1355(1)
West 1st Avenue-S.P.T.C. Crossing (Eugene)
Lane County

Date: June 14, 1982

From: Division Administrator

Reply to
Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The preliminary plans for the subject project have been reviewed. It is noted that the plans again include a single 12-inch red signal head on Van Buren Street in advance of the railroad crossing. As indicated in our April 2, 1980 and June 30, 1980 letters, this proposed device does not comply with the MUTCD and cannot be approved.

NOTED
E. S. HUNTER

G. K. Hosmer
for Dale E. Wilken

RECEIVED TECHNICAL SERVICES						
JUN 17 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED STATE HWY ENGR						
JUN 16 '82						
REFER TO <i>E. S. Hunter</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					✓	

6-16-82
GC Bud George
Fredrickson
Dale
6-17-82 E.S.H.



STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: July 22, 1980

FROM: *for* Roger D. Trygstad
Railroad & Utility Engineer *Ray G. Nelson*

SUBJECT: SXF: 1140
CROSSING NO: C-648.2

NOTED
H. S. COULTER

BUILDING

Attached is a copy of Order No. 80-527 issued by the Public Utility Commissioner on July 16, 1980 relative to the above subject matter.

RDT/vlw
Attach.

cc: C. T. Keasey
L. R. Asburry
A. Shirley
L. E. George
J. L. Sollis

RECEIVED STATE HWY ENGR						
JUL 22 '80						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File



Contains
Recycled
Materials

81-125-1387

GP-75683-125

ORDER NO. 80-527

ENTERED July 16, 1980

PUC CROSSING NO. C-648.2
DOT CROSSING NO. 756 536 V

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1140

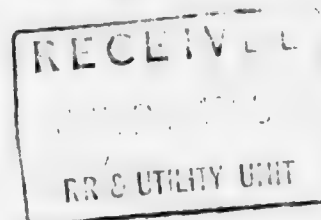
In the Matter of the Application of)
the STATE OF OREGON, by and through)
its DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION for the authority,)
pursuant to ORS 763.030, to alter)
an existing railroad-highway grade)
crossing of Van Buren Street and the)
tracks and right-of-way of Southern)
Pacific Transportation Company,)
Main Line, in Eugene, Lane County,)
Oregon, by interconnecting traffic)
signals to be installed at the)
adjacent intersection of W First)
Avenue with existing protective)
devices installed at the crossing.)

ORDER

On November 23, 1979, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS Chapter 763.030, to alter the protection at an existing grade crossing of Van Buren Street, a street under the jurisdiction of the City of Eugene, and the main track, running track and right-of-way of Southern Pacific Transportation Company, Main Line, in Eugene, Lane County, Oregon.

Comments and recommendations to the application were made by the following party: City of Eugene, by letter dated January 24, 1980. Applicant amended its application by letter dated December 10, 1979.

Copies of the application, amendment, and responses thereto were duly served upon Southern Pacific Transportation Company, Lane County, City of Eugene, and applicant. No objection by any party has been made to the granting of the amended application.



Applicant proposes to interconnect the existing traffic signals at the intersection of W First Avenue and Van Buren Street with the existing grade crossing protection devices installed at the two-track grade crossing of Van Buren Street. The interconnected traffic signals will include a train preemption phase in the operation cycle of the traffic signals. In addition, a part-time "NO LEFT TURN" restriction sign will be installed at the intersection of Van Buren and W First Avenue for westbound First Avenue vehicular traffic, and a part-time "STOP HERE ON RED" restriction sign will be located southerly of the crossing on Van Buren Street. It is important that this sign be located so as to not interfere with northbound motorists' view of the grade crossing protective devices.

Flashing light signals and automatic gates are presently installed at the Van Buren crossing.

Due consideration has been given to all representations in the application, amendments, and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

The Commissioner finds that the interconnection requested herein is required by the public safety, convenience, and general welfare, and that it is appropriate to authorize expenditure of funds from the Grade Crossing Protection Account, as provided by ORS 763.270, in the amount agreed upon by the parties.

Based upon the amended application and the files, it is found that the application should be granted on the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing, as requested herein, is hereby granted.
2. In the event of a malfunction or deactivation of the railroad preemption feature of the traffic control system at the intersection of Van Buren Street and First Avenue, the following will take place:
 - a. The City of Eugene's police dispatcher shall, within 15 minutes of notification of the malfunction or deactivation, notify

the Chief Dispatcher, Southern Pacific Transportation Company, located in Eugene, of the problem; and

- b. The City of Eugene shall provide the Commissioner with written notice of each such malfunction or deactivation of said traffic signals of 15 minutes duration or longer.
3. Applicant shall:
 - a. Interconnect the existing traffic signals at the intersection of Van Buren Street and First Avenue with the existing automatic grade crossing protective devices installed at crossing No. C-648.2, and provide a train preemption phase in the operation of the traffic signals in accordance with State Highway Division drawing "W 1st Avenue SPTC Railroad (Eugene) Sec. Van Buren St., Sheet 1 of 1, Nov. 1979," and bear 90 percent of the cost thereof;
 - b. Furnish and install a part-time "NO LEFT TURN" restriction sign at the intersection of Van Buren Street and First Avenue to regulate westbound First Avenue vehicular traffic, and bear 90 percent of the cost thereof; and
 - c. Bear 90 percent of the cost of interconnecting the grade crossing protective devices with the traffic signals.
4. City of Eugene shall maintain the interconnection circuitry between the existing traffic signals at the intersection of Van Buren Street and First Avenue with the existing automatic protective devices installed at crossing No. C-648.2 and the associated part-time restriction sign ordered herein, and bear all the cost thereof.
5. Southern Pacific Transportation Company shall:
 - a. Subject to reimbursement as provided herein, provide appropriate interconnection between the existing grade crossing protection devices at the crossing and the existing traffic signal installation at the intersection of Van Buren Street and First Avenue; and

ORDER NO. 80-527

- b. Maintain the interconnecting circuitry ordered herein, and bear all the cost thereof.
- 6. Each party shall notify the Commissioner upon completion of its portion of the project.
- 7. Pursuant to ORS 763.270, the Grade Crossing Protection Account of the State of Oregon shall bear 10 percent of the cost of furnishing and installing the interconnection circuitry and part-time restriction sign ordered in paragraphs 3.a., 3.b., and 5.a.
- 8. Upon completion of the work ordered in paragraphs 3.a., 3.b., and 5.a. above, applicant, City of Eugene, or Southern Pacific Transportation Company, whichever advances a share of the cost apportioned to the Grade Crossing Protection Account, shall present its claim for reimbursement for the Commissioner's approval. The best estimate of the cost of protective devices ordered herein is \$16,000.

Made, entered and effective

7/16/80



JOHN J. LOBDELL
Public Utility Commissioner

ah

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONTHE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

Subject: West 1st Avenue
SPTC Crossing (Eugene)
(L. W. Rulien ltr dtd 6-23-80, TRA 7)

memorandum

Date: June 30, 1980

From: G. L. Green, Division Administrator

Reply to
Attn. of: HPD-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Your June 23, 1980, letter presented additional discussion concerning your intended use of the steady red only traffic signal at the stop line in advance of this railroad crossing. We have discussed within FHWA our determination that the device does not comply with the MUTCD. There is agreement with our determination.

If you wish a formal written interpretation, we offer our assistance in submitting the request.

G. L. Green
G. L. Green

RECEIVED STATE HWY ENGR						
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FOR						
Info	Inves	R/D	D/R	Sign	Act	File
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CON

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 24, 1980

FILE: *Eugene*FROM: Rod Henry, Assistant
Right of Way ManagerSUBJECT: Right of Way Certification
F. A. Projects
Bid Opening July 24, 1980TO: D. H. Moehring
Assistant State Highway EngineerFederal-aid Project No. RRP-1355(1) Highway No. 1120 - CityFederal-aid Project Name West 1st Ave.-SPTC RR Xing (Eugene)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

- ☒ No additional right of way was acquired. Construction can be accomplished within the existing right of way.
- ☐ Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHWA 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.
- * * * * *
- ☐ There are no individuals or families to be displaced from residential improvements.
- ☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

FCL:jh

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wackerlig

RECEIVED

JUN 24 1980

ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring ☐
Action

TRA 7

DATE: June 23, 1960

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: West 1st Avenue
S.P.T.C. Crossing (Eugene)
Refer to: HFO.3-OR

In your May 27 letter you indicated objections to the installation of a single-red lense with a part-time restriction sign in advance of the railroad crossing on Van Buren Street near First Avenue West in Eugene. We still do not interpret the Manual on Uniform Traffic Control Devices (MUTCD) the same way as you do.

However, there are other factors which should also be considered. If a standard red-yellow-green signal head is used in advance of the railroad crossing as shown on the typical illustration in the MUTCD, there would be conflicting indications at the railroad crossing and the First Avenue intersection. If both signals are simultaneous, they would be much less efficient for moving traffic.

Conflicting indications would not be acceptable from a safety standpoint. There is only a one-lane approach in advance of the railroad, and there is a two-lane approach at the First Avenue intersection. Without the conflicting signal indications, the railroad crossing would become the controlling point for capacity on the northbound Van Buren Street approach. This would, therefore, eliminate the capacity benefits of the right-turn lane at the First Avenue intersection and increase gasoline consumption.

Glen L. Green
June 23, 1980
Page 2

In addition to the traffic inefficiencies, more electrical energy would be required to continuously operate the red-yellow-green signal heads in advance of the railroad. We would require full-time operation of the signal heads for traffic safety.

The flashing yellow clearance phase is absolutely mandatory in the interest of safety for pedestrians legally in crosswalks when the train preemption phasing is initiated.

Your reconsideration of this matter and approval is required.

LEG:jrb jh
bc: D. H. Moehring
J. L. Sollis
L. E. George
Alfred Shirley, Jr.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONTHE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project RRP-1355(1)
West 1st Avenue
S.P.T.C. Crossing (Eugene)
Refer to: TRA 7

NOTED

Date: May 27, 1980

From: G. L. Green, Division Administrator ^{H. S. COULTER}Reply to
Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I have reviewed the subject matter as requested in your May 13, 1980, letter.

My concern remains that the proposed single steady red signal indication is not a recognized device in the MUTCD and conflicts with the basic principle of uniformity. If additional emphasis is needed, standard devices specifically identified in the MUTCD should be used.

The flashing yellow indicated during the pre-emption phase to avoid leaving a vehicle on the tracks should be a solid green. The MUTCD, p. 8c-8 and p. 8c-9, clearly shows that green should be used during the "clear-out" time. The flashing yellow during clear-out is not standard and could be confusing.

You are familiar with the process for requesting formal interpretations of the MUTCD. If you wish, we will assist in obtaining a formal interpretation.

G. L. Green
for G. L. Green

what now? 5/28/80

RECEIVED						
STATE HWY ENGR						
MAY 28 '80						
REFER TO						
FOR						
Info	Invet	R/D	D/R	Sign	Act	File

TRA 7

DATE: May 13, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

Attention: G. K. Hossner
Field Operations Engineer

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Project RRP-1355(1)
West 1st Avenue
S.P.T.C. Crossing (Eugene)
Refer to: HFO.3-OR

Your letter of April 2, 1980, indicated nonapproval of Oregon Project RRP-1355(1), West 1st Avenue S.P.T.C. Crossing (Eugene), because of noncompliance with the Manual on Uniform Traffic Control Devices (MUTCD).

Your reconsideration of this project is requested. It is our belief that Oregon's standard advance warning devices involving traffic signal interconnect to railroad grade crossings do in fact comply with instructions given in the manual. Oregon's standard, now in use at many locations, uses a single red indication in conjunction with a sign legend "STOP HERE ON RED LIGHT". Both devices are illuminated when the railroad drop arm gates are actuated. The action of both devices is to eliminate vehicles stopping between the intersection and the crossing or on the crossing proper.

Near the bottom of Page 8C-8 of the manual it is stated that, "Where feasible traffic control signals near grade crossings should be operated so that vehicles are not required to stop on the tracks even though in some cases this will increase waiting time."

Oregon's advance warning devices comply fully with this requirement. The last sentence in this same paragraph leaves the exact design optional.

Glen L. Green
Attn: G. K. Hossner
May 13, 1980
Page 2

Various states have many different standards involving this situation. The fact that the manual shows an illustration using a three light head does not make it a mandatory device. The signal sequence shown in the illustration would be very confusing and hazardous under the Oregon Motor Vehicle Code.

Your reconsideration of the above-mentioned project for approval is requested, since there is no apparent conflict with instructions given in the MUTCD.

LEG:ds jh
bc: D. H. Moehring
L. E. George
J. L. Sollis
Alfred Shirley, Jr.

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

Subject: Oregon Project RRP-1355(1)
West 1st Avenue
S.P.T.C. X'ing (Eugene)

memorandum

Date: April 2, 1980

From: G. L. Green, Division Administrator

Reply to
Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer

I am unable to approve the PS&E on this subject project due to the single 12-inch red vehicle signal planned on Van Buren Street ahead of the RR crossing. This single red signal does not comply with the MUTCD.

G. K. Hosmer
for G. L. Green

RECEIVED STATE HWY ENGR						
APR 3 '80						
REFER TO						
11-00000000						
FOR						
Info	Inves	R/D	E/R	Spec	Ad	File

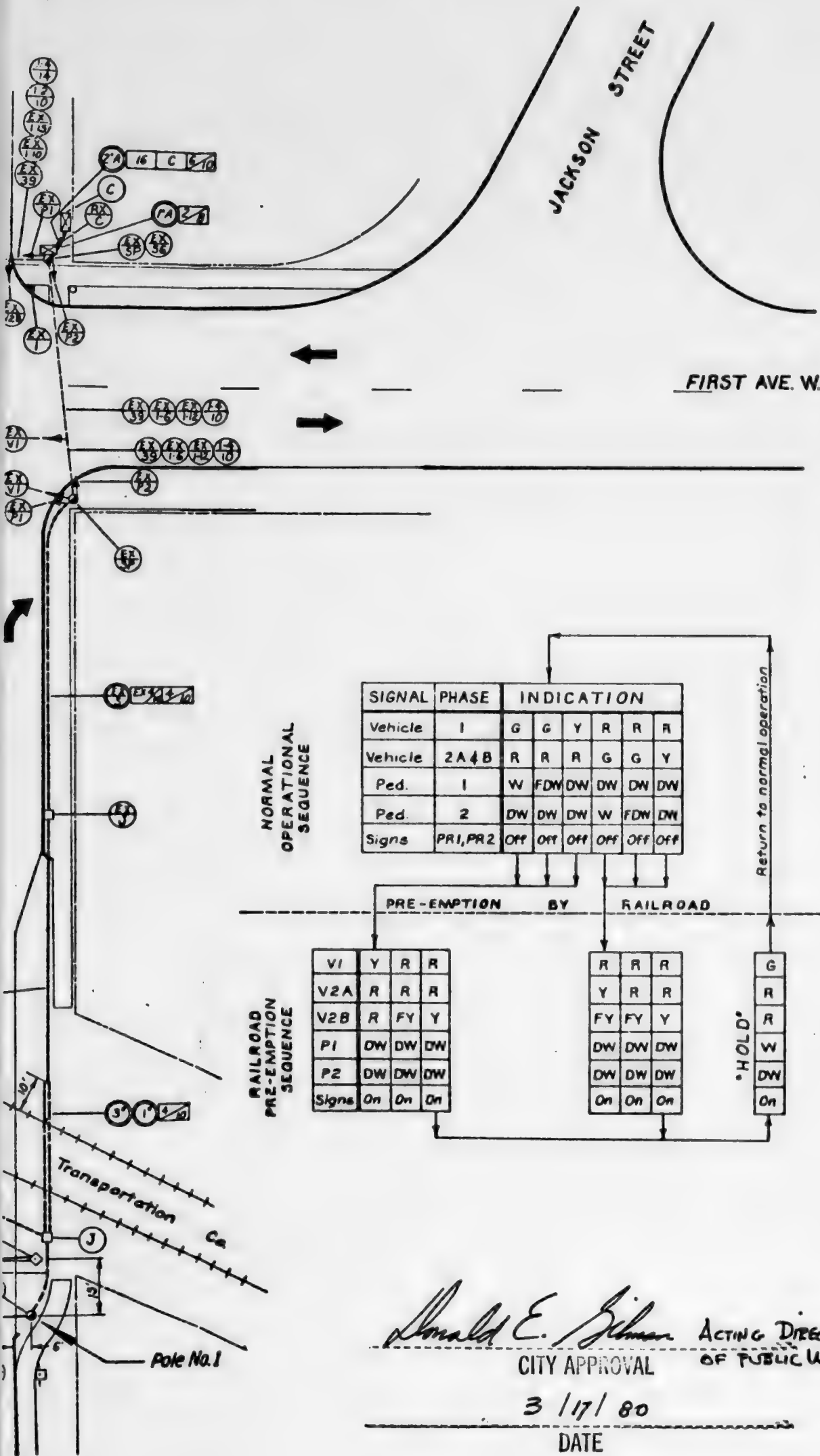
INTERCONNECT PL

SCALE 0 20 40



LEGEND

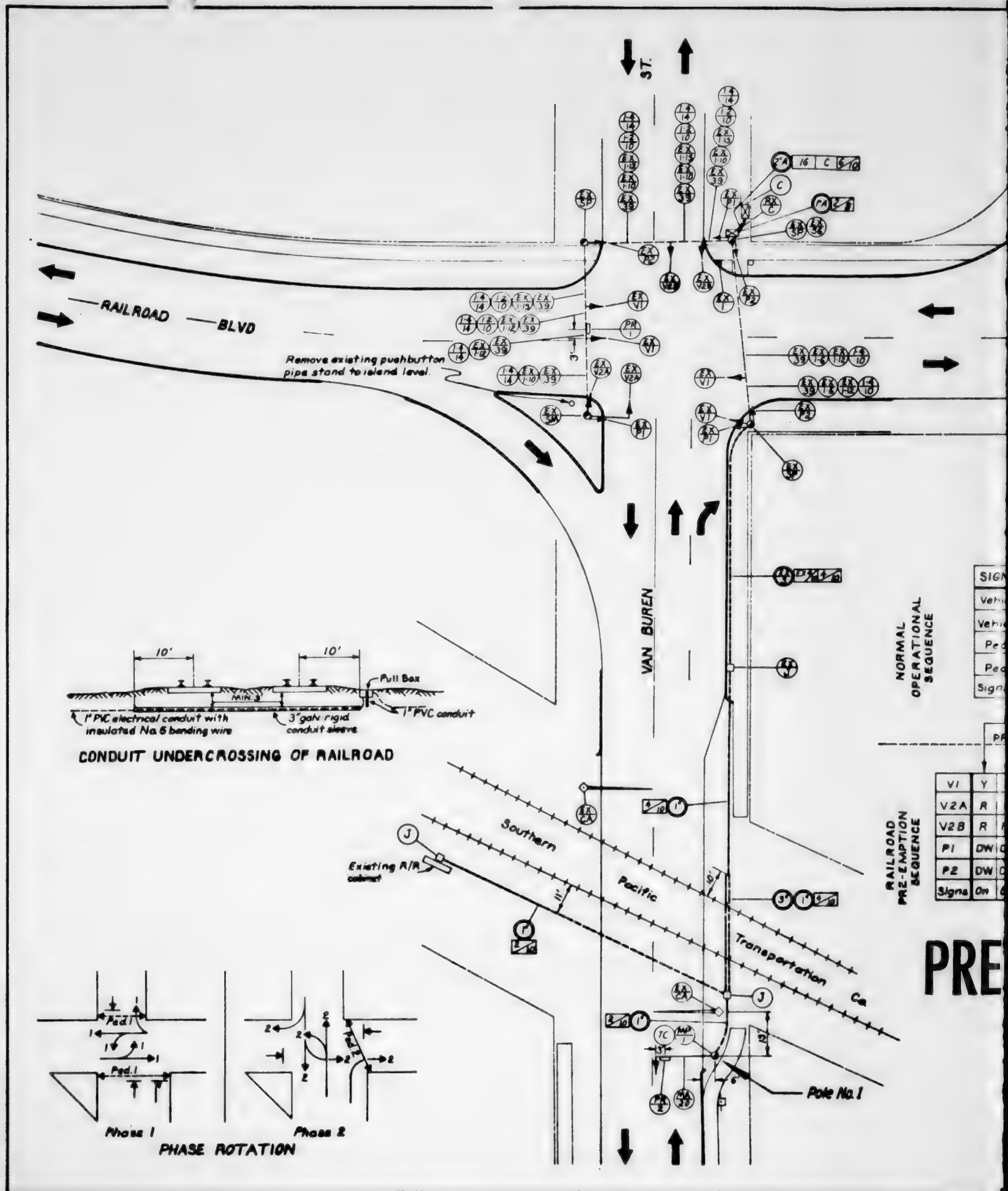
- (TC) Install terminal cabinet
 - (5") Install (5")-inch electrical conduit
 - (C) Install one No 10 Type THWN wire (signal system common)
 - (EX I) Existing power pole (power source)
 - (EX SP) Existing strain pole
 - (EX SM) Existing combination strain-mast arm pole
 - (EX S) Existing 1 1/2" galv. rigid electrical conduit
 - (EX J) Existing 6"x8"x6" galv. cast iron pull box with cover
 - (EX N) Existing (N) No. 14 Type TW wires
 - (EX 3/8") Existing 3/8" galv. steel messenger cable
 - (EX 56) Existing 5"x8"x12" service cabinet with 30 amp fusible
 - (EX N) Existing (N)-conductor No. 14 control cable
 - (EX PH) Existing Phase (Ph) vehicle signal
 - (EX PH) Existing Phase (Ph) pedestrian signal
 - (EX CA) Existing railroad crossing signal and gate
 - (BX C) Remove existing 2-phase controller / cabinet
 - (C) Install 2-phase full-actuated controller with railroad
 - (MA L) Install steel mast-arm pole, Class 1
 - (J) Install (L)-foot traffic signal mast arm
 - (3") Install 6"x8"x6" galv. cast iron pull box with cover
 - (1") Install 3-inch galv. rigid electrical conduit sleeve
 - (N 10) Install 1-inch schedule 40 PVC electrical conduit with
 - (N 10) Install (N) No. 10 Type TW wires
 - (X 10) Install (X)(N)-conductor No. (G) control cable
 - (PR) Install part-time restriction "NO LEFT TURN" sign
 - (PA 2) Install part-time restriction "STOP HERE ON RED" sign vehicle signal
- N = Number shown
X = Number of cable
Ph = Phase shown
G = AWG wire size



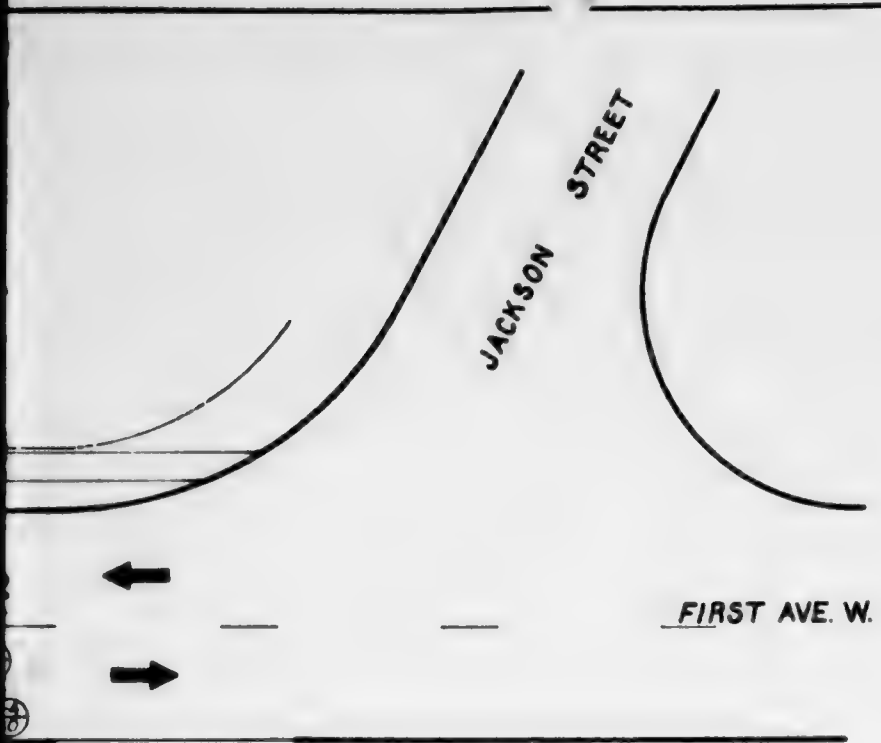
Ronald E. Gilman ACTING DIRECTOR
CITY APPROVAL OF PUBLIC WORKS
3 / 17 / 80
DATE

APPROVED: *TE Qu...*
DATE: 2/28/80
TRAFFIC SIGNAL
W 1st AVENUE-SI
March 1980
DESIGNED BY: *X.P.D.*
CHECKED BY: *XJ*
ACCOMPANIED BY DWG. 2200, E
M80, M81, M82, 1, 34606

9665



2-28-80



INTERCONNECT PLAN

SCALE 0 20 40 60 FEET



LEGEND

- TC Install terminal cabinet
- 5A Install (5')-inch electrical conduit
- C Install one No. 10 Type THW/N wire (signal system connection)
- EX 1 Existing power pole (power source)
- EX 2 Existing strain pole
- EX 3 Existing combination strain-mast arm pole
- EX 4 Existing 1 1/2" galv. rigid electrical conduit
- EX 5 Existing 6"x8"x6" galv. cast iron pull box with cover
- EX 6 Existing (N) No. 14 Type TW wires
- EX 7 Existing 3/8" galv. steel messenger cable
- EX 8 Existing 5"x8"x12" service cabinet with 30 amp fusible switch
- EX 9 Existing (N)-conductor No. 14 control cable
- EX 10 Existing Phase (Ph) vehicle signal
- EX 11 Existing Phase (Ph) pedestrian signal
- EX 12 Existing railroad crossing signal and gate
- EX 13 Remove existing 2-phase controller & cabinet
- C Install 2-phase full-actuated controller with railroad pre-emption in Type M' cabinet
- MA 1 Install steel mast-arm pole, Class 1
- MA 2 Install (L)-foot traffic signal mast arm
- J Install 6"x8"x6" galv. cast iron pull box with cover
- 3' Install 3-inch galv. rigid electrical conduit sleeve
- 1" Install 1-inch schedule 40 PVC electrical conduit with Green insulated No. 6 bonding wire
- N 10 Install (N) No. 10 Type TW wires
- X 6 Install (X)(N)-conductor No. (6) control cable
- PR 1 Install part-time restriction "NO LEFT TURN" sign
- PR 2 Install part-time restriction "STOP HERE ON RED" sign with single-section 12-inch Red vehicle signal

N = Number shown
X = Number of cables
A = Phase shown
6 = AWG wire size

NORMAL
OPERATIONAL
SEQUENCE

SIGNAL	PHASE	INDICATION					
Vehicle	1	G	G	Y	R	R	R
Vehicle	2A & B	R	R	R	G	G	Y
Ped	1	W	FDW	DW	DW	DW	DW
Ped	2	DW	DW	DW	W	FDW	DW
Signs	PR1, PR2	OFF	OFF	OFF	OFF	OFF	OFF

Return to normal operation

PRE-EMPTION BY RAILROAD

RAILROAD
PRE-EMPTION
SEQUENCE

VI	Y	R	R
V2A	R	R	R
V2B	R	FY	Y
P1	DW	DW	DW
P2	DW	DW	DW
Signs	On	On	On

R	R	R
Y	R	R
FY	FY	Y
DW	DW	DW
DW	DW	DW
On	On	On

"HOLD"

G
R
R
W
DW
On

PRELIMINARY COPY

SUBJECT TO CHANGE

FEB 28 1980

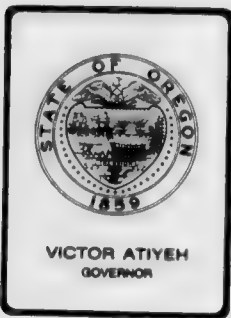
APPROVED	OPTIONAL STATE TRAFFIC DIVISION
<i>[Signature]</i>	TRAFFIC SIGNAL INTERCONNECT INSTALLATION
2/28/80	W 1ST AVENUE-SPTC XING (EUGENE) SECTION
Date	CITY STREET
DESIGNED BY <i>[Signature]</i>	LANE COUNTY
CHECKED BY <i>[Signature]</i>	MARCH 1980
	ACCOMPANIED BY DWG. 2200, 2-12, MTR
	MRO, MBI, MBI & MRO
	4380

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION		FEDERAL AID PROJECT NO.	
LETTER OF APPROVAL ID/OR AUTHORIZATION		RP-1355(1)	
FROM: G. L. Green, Division Administrator Salem, OR		PROGRAM NO.	STATE PROJECT NO.
		ITEM NO. 90297	See below
TO: Mr. H. S. Coulter State Highway Engineer Salem, OR 1-16 Orig		COUNTY NAME	PROGRAM STAGE (Check)
		Lane	☐ 1. ☐ 2.
		RECEIVED STATE HWY ENG	
		JAN 16 '80	
		REFER TO	
		Moehring	
		Info	Invs
		R/D	D/R
		Sign	Act
		File	
DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	
	1-14-80	FAU 1355	
		STATE ROUTE NUMBER	
		City Street	
GENERAL LOCATION:			
SPTC X'ing #C648.20 West 1st Ave (Eugene)Section			
GENERAL DESCRIPTION OF WORK:			
See below			
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW			
PRELIMINARY ENGINEERING TO DETERMINE ☐ LOCATION ONLY PRELIMINARY ENGINEERING FOR SURVEY AND PLAN ☒ PREPARATION ☒ OTHER (Specify) Program change ☐ ACQUISITION OF RIGHT-OF-WAY CONSTRUCTION - ADVERTISE FOR RECEIPT ☐ OF BIDS ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS			
REMARKS			
As requested in Mr. Swan's letter of 12-26-79 I approve the withdrawal of SFO #1 and #2 for a TEC of \$15,000 with Federal participation of \$13,500. Also, as requested, I approve the revised Preliminary Engineering costs to a TEC of \$2,000 with Federal participation of \$1,800. (Incr TEC \$1,100 - FF \$900). This increase is granted for contract PS&E documents.			
DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE	
1-14-80	<i>G. K. Hossner</i>	for Division Administrator	

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 8-68)
WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-915



Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

December 10 1979

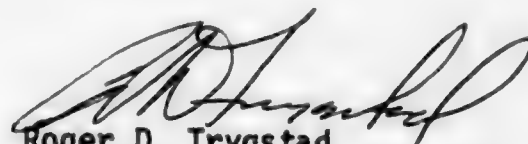
David Astle
Assistant Public Utility Commissioner
Rail Rate and Service Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Traffic Signal-Railroad Signal
Interconnect
Van Buren St. @ W. 1st Ave.
City of Eugene
Crossing No. C-648.20

Dear Dave:

On November 21st, I wrote to you requesting an order for traffic signal-railroad signal interconnection at the subject location. In that letter, I indicated that the State Highway Division would accomplish all work required except for the actual connection in the railroad cabinet. I also indicated that the State Highway Division would be responsible for the maintenance of the interconnect to the railroad cabinet. Since my letter, we have determined that the State Highway Division has turned this road over to the City of Eugene. It is no longer on the State Highway System. We, therefore, will not be doing the work and will not be responsible for the maintenance. The City of Eugene does not feel that they have the people to accomplish the work, so we will let a contract to accomplish the interconnection. The Highway Division will still pay 90% of the cost. The other 10% will come from the Grade Crossing Protection Account. The City will be responsible for the maintenance.

Cordially,


Roger D. Trygstad
Railroad & Utility Engineer

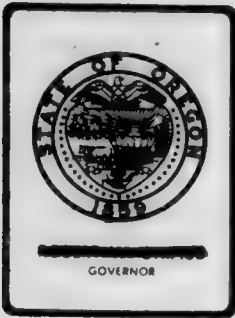
RDT:mmm

cc: H. S. Coulter
Alfred Shirley
J. L. Sollis
D. E. Swan
C. T. Keasey
L. E. George

H. S. COULTER

RECEIVED STATE HWY ENGR						
DEC 11 '79						
REFER TO						
FOR						
Info	Inve	R/D	D/R	Sign	Act	File
						✓

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

ROW 18-2

November 21, 1979

David Astle, Assistant
Public Utility Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Traffic Signal-Railroad Signal Interconnect
Van Buren Street @ W. 1st Avenue
City of Eugene
Crossing No. C-648.20

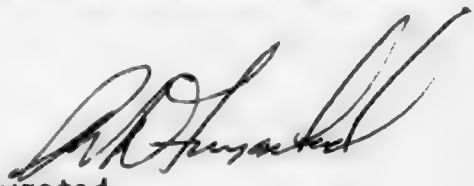
Dear Dave:

On April 18, 1979, Mr. Dick Mather of your office wrote to me suggesting the interconnection of the traffic signals at the subject location with the train signals. We have received Federal approval for funding this improvement with 90% Federal money. I discussed this with you on September 4, 1979, and you indicated that you would pick up 10% of the estimated \$16,000 expenditures with Grade Crossing Protection Account.

Please accept this letter as an application for this interconnection.

Attached you will find nine copies of the signal plans for this intersection. The State Highway Division will accomplish all work required except for the actual connection in the railroad cabinet. This will be done by the railroad and paid for 90% with State funds and 10% with Grade Crossing Protection Account funds. The State Highway Division will be responsible for the maintenance of the interconnect to the railroad cabinet.

Cordially,

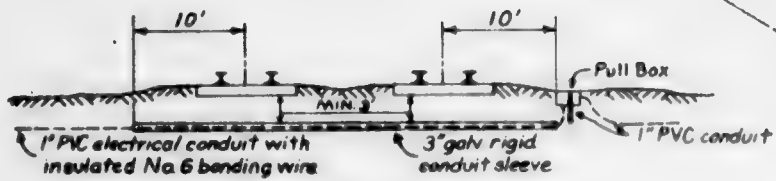
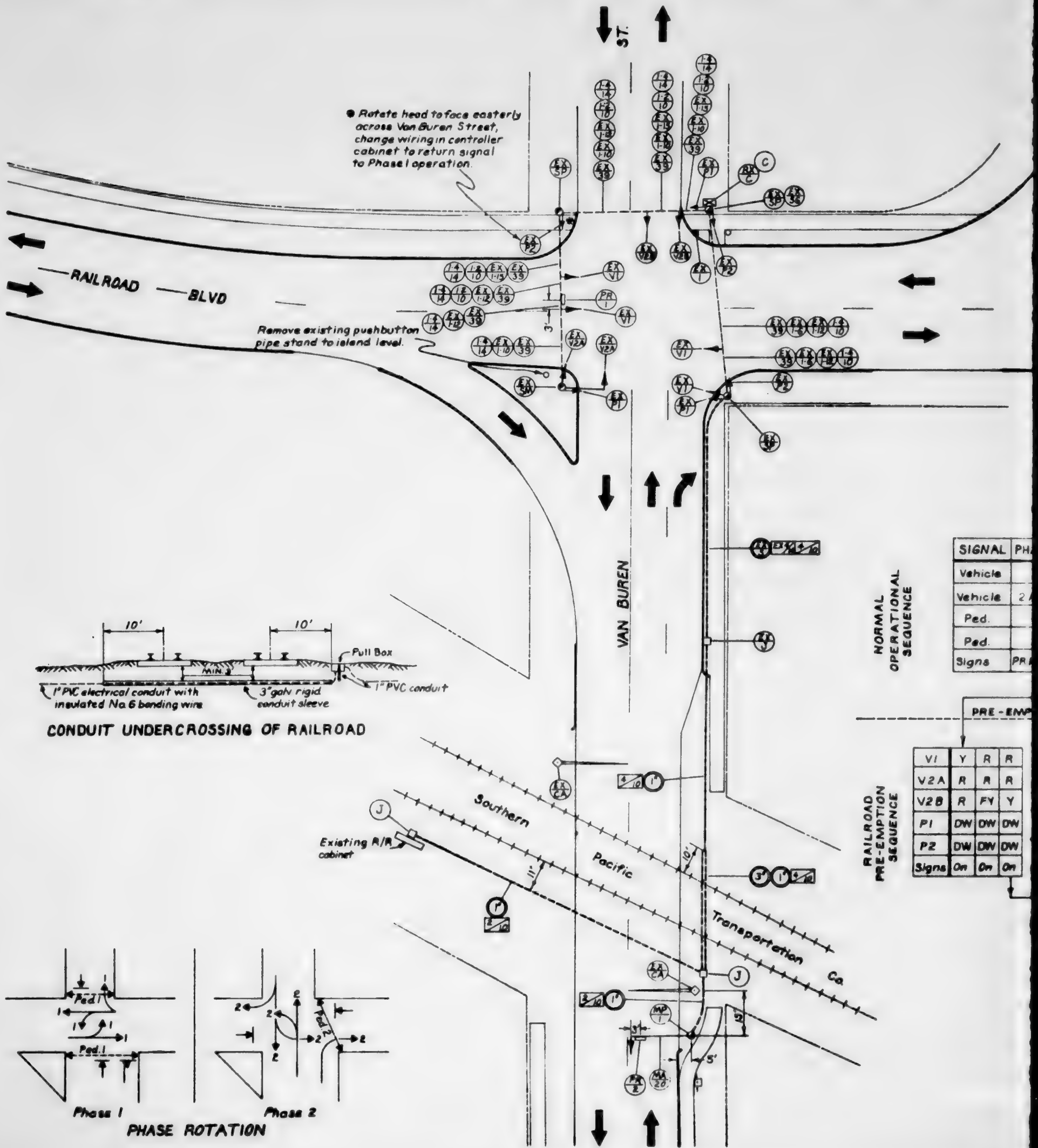

Roger D. Trygstad
Railroad & Utility Engineer

RDT:mm

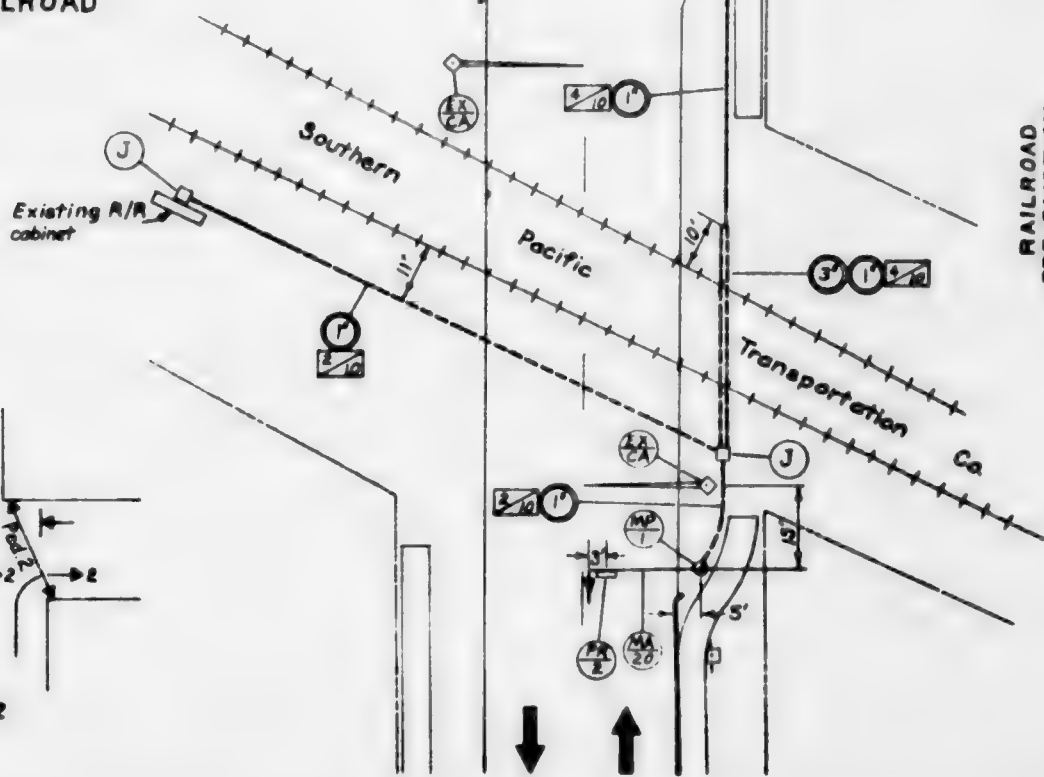
Enclosures

cc: H. S. Coulter w/attch.
Alfred Shirley w/attch.
J. L. Sollis w/attch.
D. E. Swan w/attch.
C. T. Keasey w/attch.
L. E. George w/attch.

RECEIVED STATE HWY ENGR						
NOV 23 '79						
REFER TO						
FOR						
Info	Inves	P/D	D/R	Spec	Act	File



CONDUIT UNDERCROSSING OF RAILROAD

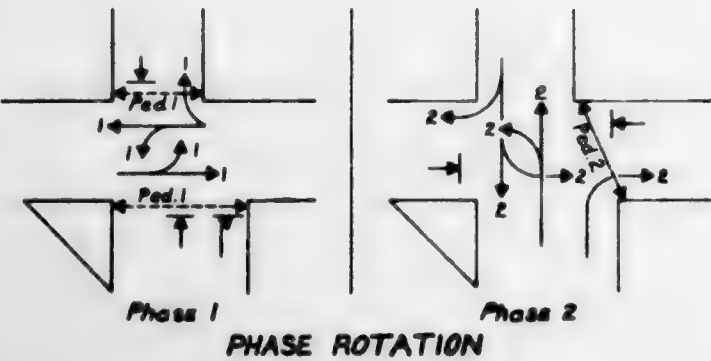


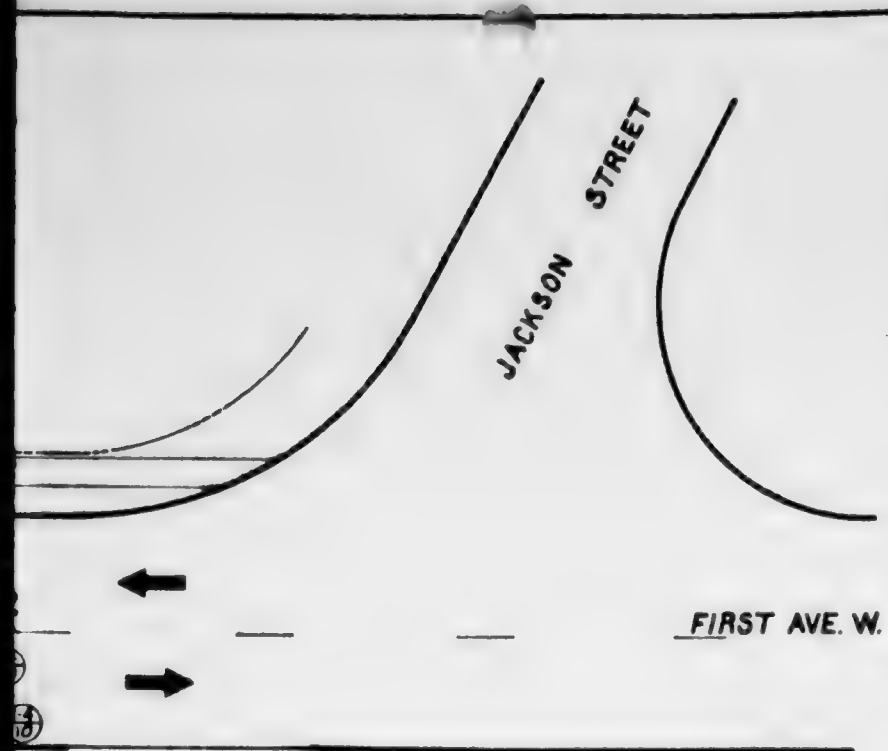
NORMAL OPERATIONAL SEQUENCE

SIGNAL	PH
Vehicle	
Vehicle	2
Ped.	
Ped.	
Signs	PR

RAILROAD PRE-EMPTION SEQUENCE

VI	Y	R	R
V2A	R	R	R
V2B	R	FY	Y
P1	DW	DW	DW
P2	DW	DW	DW
Signs	On	On	On





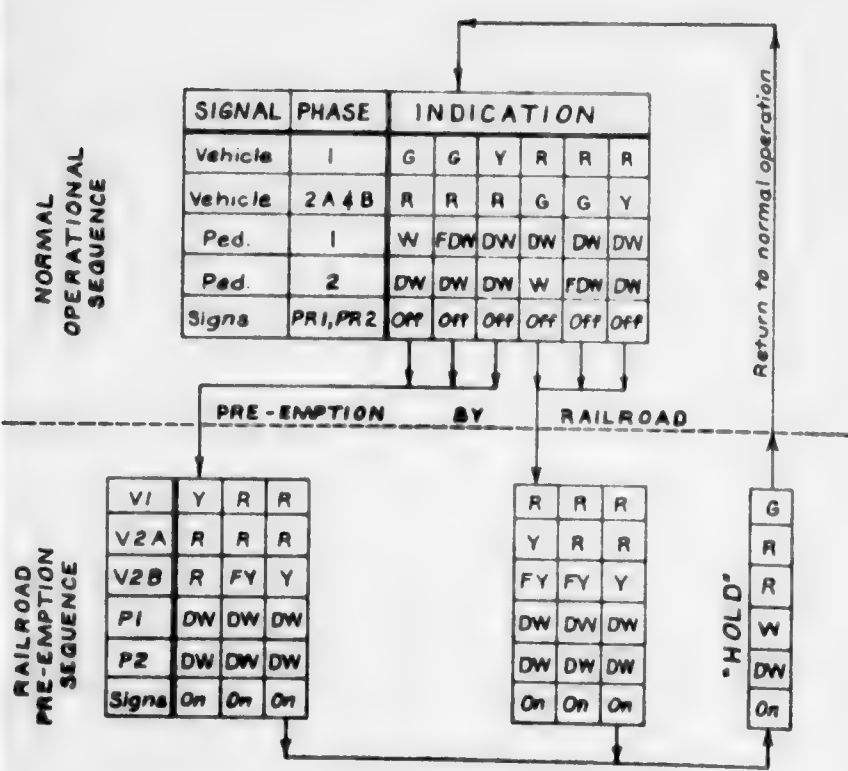
TRAFFIC SIGNAL INTERCONNECT INSTALLATION				SHEET NO. 1 of 1
W. 1ST AVENUE - SPTC RAILROAD (EUGENE) SEC. VAN BUREN STREET LANE COUNTY				
STATE FORCE WORK				Nov. 1979
OREGON				



LEGEND

- (EX 1) Existing power pole (power source)
- (EX 2) Existing strain pole
- (EX 3) Existing combination strain-mast arm pole
- (EX 4) Existing 1 1/2" galv. rigid electrical conduit
- (EX 5) Existing 6"x8"x6" galv. cast iron pull box with cover
- (EX 6) Existing (N) No. 14 Type TW wires
- (EX 7) Existing 3/8" galv. steel messenger cable
- (EX 8) Existing 5"x8"x12" service cabinet with 30 amp fusible switch
- (EX 9) Existing (N)-conductor No. 14 control cable
- (EX 10) Existing Phase (Ph) vehicle signal
- (EX 11) Existing Phase (Ph) pedestrian signal
- (EX 12) Existing railroad crossing signal and gate
- (EX 13) Remove existing 2-phase controller
- (C) Install 2-phase full-actuated controller with railroad pre-emption
- (MP 1) Install steel mast-arm pole, Class 1
- (MA 1) Install (L)-foot traffic signal mast arm
- (J) Install 6"x8"x6" galv. cast iron pull box with cover
- (3") Install 3-inch galv. rigid electrical conduit sleeve
- (1") Install 1-inch schedule 40 PVC electrical conduit with Green insulated No. 6 bonding wire
- (N 10) Install (N) No. 10 Type TW wires
- (X 8) Install (X)(N)-conductor No. (8) control cable
- (P 1) Install part-time restriction "NO LEFT TURN" sign
- (P 2) Install part-time restriction "STOP HERE ON RED" sign with single-section 12-inch Red vehicle signal

N = Number shown
Ph = Phase shown
X = Number of cables
6 = AWG wire size



DESIGNED BY: <i>A. Allen</i>	APPROVED: <i>E. J. [Signature]</i>
CHECKED BY: <i>[Signature]</i>	TRAFFIC ENGINEER
	DATE: 11/19/79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION		FEDERAL AID PROJECT NO. RRP-1355(1)								
LETTER OF APPROVAL AND/OR AUTHORIZATION		STATE PROJECT NO. See below								
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Lane								
	ITEM NO. 90297	PROGRAM STAGE (Check) ☐ 1. ☐ 2.								
TO: Mr. H. S. Coulter State Highway Engineer, ODOT Salem, Oregon		RECEIVED STATE HWY ENGR OCT 16 '79 REFER TO 10-16 orig Moehring FOR <table border="1" style="width: 100%; font-size: 8px;"> <tr> <td>Info</td> <td>Inv</td> <td>R/D</td> <td>D/R</td> <td>Sign</td> <td>A-T</td> <td>File</td> </tr> </table>		Info	Inv	R/D	D/R	Sign	A-T	File
Info	Inv	R/D	D/R	Sign	A-T	File				
DATE PS&E APPROVED 10-9-79	DATE AUTHORIZATION EFFECTIVE 10-9-79	FEDERAL ROUTE NUMBER FAU 1355	STATE ROUTE NUMBER City Street							
GENERAL LOCATION: SPTC X'ing #C648.20 West 1st Avenue (Eugene) Section										
GENERAL DESCRIPTION OF WORK: Preliminary Engineering and Interconnect Traffic Control Signal with Railroad Protective Devices										
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW										
PRELIMINARY ENGINEERING TO DETERMINE ☐ LOCATION ONLY PRELIMINARY ENGINEERING FOR SURVEY AND PLAN ☒ PREPARATION TEC NTE \$1,000 - Federal Funds \$900 ☐ OTHER (Specify) ☐ ACQUISITION OF RIGHT-OF-WAY CONSTRUCTION - ADVERTISE FOR RECEIPT ☐ OF BIDS ☒ CONSTRUCTION - PROCEED ON ~~RECOGNIZED~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS										
REMARKS As requested in Mr. Swan's letter of September 21, 1979, I concur that timesaving procedures enumerated in FHPM 8-2-3 are applicable and also concur that it is a non-major action as set forth in FHPM 7-7-2 paragraph 10e. Also, as requested, you are authorized to proceed with the necessary work estimated to be \$15,000 - Federal Funds \$13,500. PS&E documents, as represented by SFO #1 & #2, have been reviewed together with attachments and are hereby approved. Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.										
DATE 10-9-79	SIGNATURE OF APPROVING OFFICIAL <i>G. L. Green</i>	TITLE for Division Administrator								



STATE OF OREGON

Highway - Traffic

DEPT.

378-6537

TELEPHONE

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 5, 1979

FROM: L. E. George *Signature*
Traffic Engineer

SUBJECT: Proposed Title II Section 203 Project

The Public Utilities Commission has requested that a project be initiated to interconnect the traffic control signals at the intersection of Van Buren Street and W. 1st Avenue in Eugene with the crossing gates protecting the Southern Pacific tracks on Van Buren Street. This interconnect would allow northbound vehicles to clear the tracks when the crossing gates are activated.

All work will be accomplished by Railroad and State Forces. The Public Utilities Commission has indicated that they will provide the required match funds from the State Grade Crossing Protection Fund.

In summary:

<u>Jurisdiction</u>	<u>Project Name</u>	<u>Total Funds</u>	<u>Federal Funds</u>	<u>PUC Funds</u>
Eugene	W. 1st Avenue-Southern Pacific Transportation Company Railroad Crossing Junction City Eugene Highway	\$15,000	\$13,500	\$1,500

The proposal has been investigated and is eligible for funding under Title II, Section 203 (Railroad/Highway Crossing Protection Program). I recommend your approval and request that you authorize this project under delegated authority.

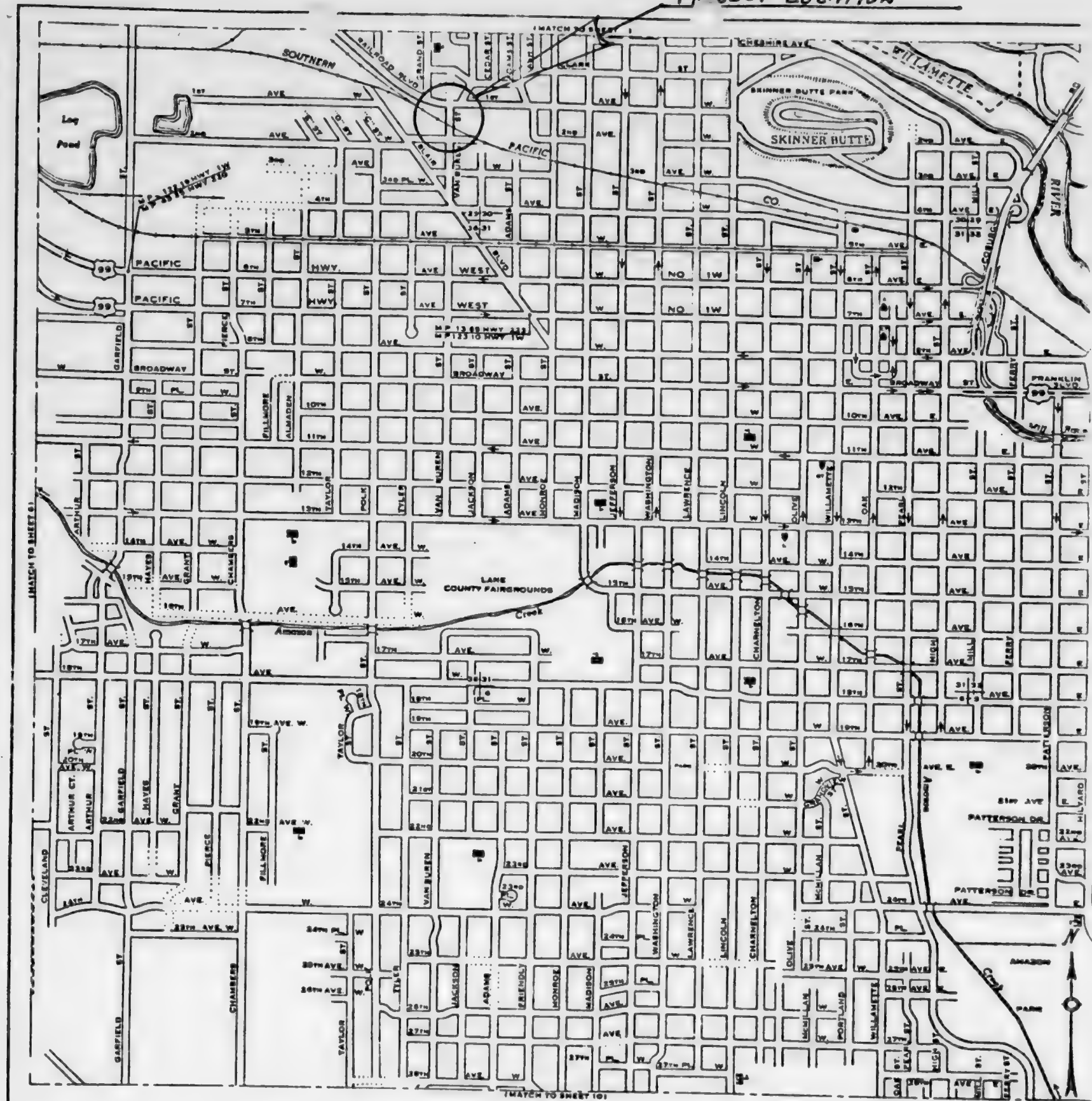
RHB:jrb

Attachment

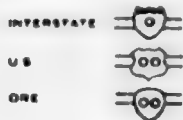
APPROVED BY:

Signature
State Highway EngineerDate 9/6/79

PROJECT LOCATION



SIGNED ROUTES



LEGEND

- Post Office
- School
- R R Depot
- Pub : Bldg
- City Hall
- Courthouse
- Armory
- Library
- Street open for travel
- Street dedicated but not open
- City Limits

EUGENE

LANE COUNTY, OREGON

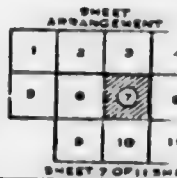
OREGON STATE HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 72,000

Scale in Feet

Revised January 1966



1983 Zoo Exit-Vista Ridge
Tunnel Sec., Sunset Hwy.
(Bikeway)

9666

January 19, 1984

S & H Insurance Company
c/o Skinner Bonding of Oregon, Inc.
2532 S.E. Hawthorne
Portland, OR 97214

CON 4

Gentlemen or Ladies:

On January 13, 1984, we wrote to you concerning release of final payment on Contract No. 9666 awarded to C.F.R. General Contractor for a bikeway on the Zoo Exit-Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County.

Final payment on this contract is \$444.34 and the total contract amount is \$47,719.28 including \$819.50 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: C.F.R. General Contractor
1936 S.E. 186th
Portland, OR 97233

bc: C. T. Keasey
Walt Hart
E. L. Hardt

FORM 81-724-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORTFOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

Zoo Exit
Vista Ridge Tunnel

WEEK ENDING

11-12-83

SECTION PREFIX

826-1132

HIGHWAY

Sunset

COUNTY

Multomah

NAME OF JOB

Zoo Exit-Vista Ridge Tunnel

KIND OF WORK

Bikeway

CONTRACTOR

C.F.R. General Contractors

CONTRACT NUMBER

9666

FEDERAL AID PROJECT NUMBER

State

DATE OF CONTRACT

6-21-83

DATE WORK STARTED

July 22, 1983

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 60

CALENDAR DAYS USED 82

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

136.7

PROJECT AUTHORIZATION:

47,021.03

ENGINEERING
AUTHORIZATION

4,106.64

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100

EXCLUSIVE OF ENGINEERING:

42,914.39

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING:

51,830.73

ENGINEERING
COST TO DATE

9,048.82

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

116

ESTIMATED PERCENT: OVERRUN
UNDERBID

27%

PERCENT OF
AUTHORIZATION

220.3%

DATE PROJECT WAS COMPLETED:

9-24-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Retaining Sidew & Curbs
100	100					Wall 100
		Str. Exc.	CTB			Curbs
		GRADING	SURFACING	MAINTENANCE MATERIALS		PAVING
MILES IN PROJECT		0.04	0.22			0.22
MILES PARTIALLY COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT)		105	80		53	45
TOTAL QUANTITIES CORRECTED TO DATE		136.71	73.85		93.10	46.35
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		136.71	73.85		93.10	46.35
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY			
SUNDAY		0					
MONDAY		0					
TUESDAY		0					
WEDNESDAY		0					
THURSDAY		0					
FRIDAY		0					
SATURDAY		0					

RECEIVED

NOV 16 1983

CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Report sent in 11-10-83
This will be the last weekly report to be sent in.

SIGNED

JWS Bell

LOCATION

Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 10, 1983

In Reply Refer to
File No

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Zoo Exit-Vista Ridge Tunnel Section
Sunset Highway, Multnomah County
Contract No. 9666

This state financed bikeway project is essentially completed and it is now evident that the final cost will exceed the project authorization by \$13,000 or 27.6 percent.

An additional concrete retaining wall was found to be necessary in order to keep backslopes flat enough to be stable. This added more than \$4,000 to the cost of the project. It was also necessary to remove an existing asphalt concrete walk which was found to be too high to utilize the planned grades and cross-sections, adding \$3,500 to project costs. Relocation of underground wiring to illumination facilities for its protection and preservation added \$2,500 to the project costs. The balance of the overrun is attributable to the construction engineering and inspection required to handle the additional work.

There are sufficient funds available in the category of work. No federal participation is involved.

I recommend that the authorization be increased by \$13,000 to a new total of \$60,021.03. This matter will be on the consent calendar for the November 23 meeting.

HHP:mk:1ks

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell



STATE OF OREGON

INTEROFFICE MEMO

Highway Construction

378-6318

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 31, 1983

FROM: *O. B. Jackmond*
O. B. Jackmond
Contract Administration Engineer

SUBJECT: SUBJECT: Request for Increase in Project Authorization
Zoo Exit-Vista Ridge Tunnel Section
Sunset Highway, Multnomah County
Contract No. 9666

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There are sufficient funds available in the category of work. No federal participation is involved.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$13,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
J. W. Cochell
R. D. Church
D. E. Swan

NOTED
H.S. COULTER

October 13, 1983

CON

C.F.R. General Contractor
1936 S.E. 186th
Portland, Oregon 97233

Time Extension Request
Zoo Exit-Vista Ridge Tunnel
Contract No. 9666

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 22 calendar days is granted due to extra work performed under Price Agreement No. 1 and Order for Extra Work No. 1.

The adjusted contract time for completion of this project is 82 calendar days and eliminates all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

cc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Jim Cochell w/att.
Bob Church



STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

FROM: *15/ Marion Wellhite*
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: ZOO EXIT-VISTA RIDGE TUNNEL
Sunset Highway
Contract No. 9666

DATE: October 3, 1983

CE	RECEIVED	CA
CAE		CA
FOE		IG
OCS	OCT 4 1983	IC
SCS		FE
EO	CONSTRUCTION SECTION	CP

Attached is a time extension request for 22 days from the contractor in which to complete this contract. The contractor lists three items which contributed to the overrun, and claims the delays add up to 25 days.

Jim Cochell has analyzed the three items, and agrees with the contractor's analysis, and recommends we grant 22 days, which is the amount of the overrun.

This was a small job, run by a small crew and one in which a large crew, or multiple crews, would not be feasible or efficient. The extra work done under EWO 1 and PA 1 is responsible for the overrun, and I recommend we grant the 22 day extension.

10-10-83

W.E. Schwartz-

MC/gw
Attachment
cc Jim Cochell

I concur with Region and Project Mgr. and recommend a time extension of 22 C.D.. This is due to the extra work done under P.A. 1 and EWO. 1. This will eliminate liquidated damages on this State Construction project.

O.B. Jackson



9666
STATE OF OREGON

Mult
INTEROFFICE MEMO

TRA 24-1

TO: E. L. Hardt (ATTN: R. W. Failmezger
Metro Region Engineer

DATE: July 18, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Bikeway Signing
Zoo Exit - Vista Ridge Tunnel Section
Sunset Highway
Contract 9666

Attached are three copies of the approved signing and pavement stencil plans for the subject project.

This work should be ordered for installation by State Forces.

~~ORIGINAL SIGNED BY L. E. GEORGE~~

L. E. George
Traffic Engineer

Attachment

ELS:klh

cc with attachment: W. W. Geibel
J. W. Cochell
John Grassman ✓

RECEIVED

JUL 20 1983

LOCATION
SECTION

NOTED
J. GRASSMAN

INDEX OF SHEETS	
SHEET NO	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan
3A	Profile

STATE OF OR
DEPARTMENT OF TRA
STATE HIGHWAY

PLANS FOR PROPOSED

BIKEWAY

ZOO EXIT-VISTA RIDGE

SUNSET HIGHWAY
MULTNOMAH COUNTY

JUNE, 1983

Orig. Nos.
515-6 Temporary Protection
515-12 And Direction of Traffic
2077 Drainage Curbs
2105 Concrete Inlets
3560 Retaining Wall

LEGEND

8" Solid White Stripe



1

BEGIN

a

END

b



2

RIDE SINGLE FILE



ON SHOULDER

3



LANE
BIKE

4

BEGINNING OF PROJ.
Sta. 51+00

Highlands Interchange

Zoological Gardens and Museum

1 b

4

4

a 1

2

4

51+67

53+00

3

47+20 Meet at existing sign & sign

Tunnel

No Work Area

END OF PROJECT
Sta. 93+02

BIKEWAY SIGNING PROJECT

T15.R1E

Action	Date	Signature	Title
Submitted	7-14-83	<i>[Signature]</i>	Traffic Control Engr.
Approved	7-14-83	<i>[Signature]</i>	Bicycle Route Engr.
Approved		<i>[Signature]</i>	Sign Engineer
Approved	7/15/83	<i>[Signature]</i>	Traffic Engineer
Approved		<i>[Signature]</i>	Asst. Hwy. Engr.

Sketch Map
Scale 0 500 1000

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

BIKEWAY-SIGNING

VISTA RIDGE TUNNEL SEC.

SUNSET HIGHWAY

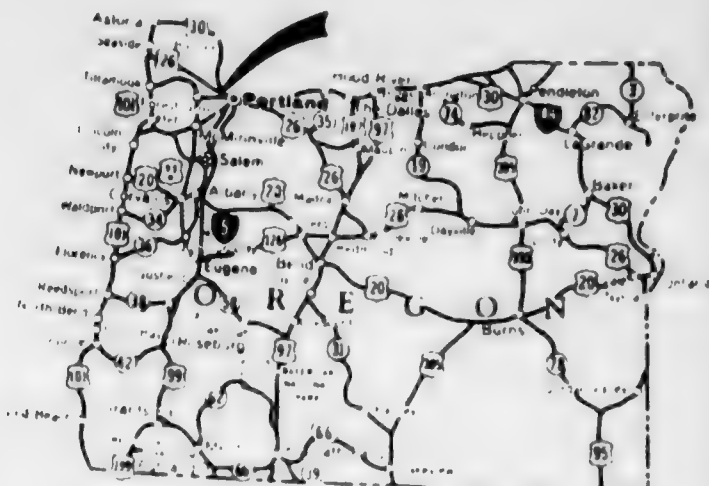
MULTNOMAH COUNTY

JUNE, 1983

Overall Length Of Project - 0.78 Miles
Length Of Work Areas - 0.22 Miles

17V-82

ZOOEXIT-VISTARIDGE TUNNEL SEC. SUNSET HIGHWAY MULTNOMAH COUNTY				SHEET No 1
FED. ROAD Dist. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	STATE		See Index



Sketch Map
Scale 0 500 1000 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri
Peter J. Brix
Robert F. Dwyer
N. B. Giustina
Samuel T. Naito
Fred D. Miller

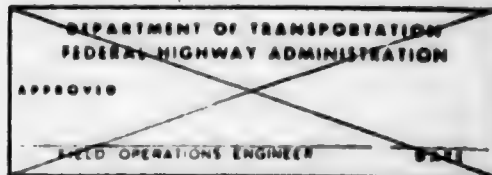
CHAIRMAN
VICE CHAIRMAN
COMMISSIONER
COMMISSIONER
COMMISSIONER
DIRECTOR OF TRANSPORTATION

H. S. Coulter

STATE HIGHWAY ENGINEER

E. S. Hunter

ASSISTANT STATE HIGHWAY ENGINEER



HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

LOC 3

FILES

June 8, 1983

*from [unclear]
Madras, [unclear]
June 11*

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 16, 1983 on the following projects:

1. Davenport Road-Powder River
Chandler Lane, Baker County
Paving

Eleven-foot lanes with 5-foot aggregate shoulders. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established...If the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Conifer Boulevard-Circle Boulevard (Corvallis)
Pacific Highway West, Benton County
Grading, Paving and Signals

Twelve-foot lanes with left-turn median lane and 6-foot shoulder bikeways. Pedestrian signals will be installed at major intersections on this project.

3. Retz Creek Slide
Oregon Coast Highway, Curry County
Grading and Paving.

Slide correction. Eleven-foot lanes with 4-foot shoulders. Eleven-foot climbing lane as required. Shoulders on this section will be designated as Narrow Bike Lanes. Additional width is not available due to the instability of the embankment in this area.

4. Round Butte Rock Production
West of Madras, Jefferson County
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting
Page 2

5. Warner Rock Production
Warner Highway, Lake County
Aggregate Crushing

Same as No. 4.

6. West 1st Avenue-S.P.T.C. X'ing (Eugene)
Van Buren Street, Lane County
Traffic Signals

Pedestrian signals will be installed on this project.

7. Zoo Exit-Vista Ridge Tunnel
Sunset Highway, Multnomah County
Paving

Bikeway project. A westbound shoulder bike lane of six-foot normal, 4-foot minimum, will be constructed.

8. S.E. 97th Avenue-S.E. 162nd Avenue
Mt. Hood Highway, Multnomah County
Paving and Signals

Bikeway project. Bicycle lanes, normal 7-1/2 feet wide, will be constructed on this project. Additional signals to accommodate bicycles and pedestrians will be installed.

9. L.R.T. O'xing of U.P.R.R. (Holladay Street)
Columbia River Highway, Multnomah County
Structure

Same as No. 4.

10. Eagle Creek-Mitchell Point
Columbia River Highway
Multnomah and Hood River Counties
Paving

Interstate Highway overlay. Ten-foot shoulders provided for bicycle and pedestrian use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting
Page 3

11. Forest Grove-Hillsboro
Tualatin Valley Highway, Washington County
Paving

Bikeway project. Six-foot shoulder bicycle lanes will be constructed on this project.

12. Allen Boulevard Interchange
Beaverton-Tigard Highway, Washington County
Landscaping

Same as No. 4.

RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

ROAD DESIGN SECTION

DES 16

Jerald Backstrand
Assistant Bridge Engineer
Fred Eriksen
Fred Eriksen
Design Supervisor

March 22, 1983

Zoo Exit-Vista Ridge Tunnel (Bikeway) Sec.
Sunset Highway
Multnomah County

-----Versteeg-----	RECEIVED	-----
-----Anderson-----		-----
-----Adams-----		-----
-----Macnab-----		-----
-----Stoudenmeyer-----		-----
-----Terpin-----	MAR 23 1983	Do Not File
-----Trout-----	ROAD DESIGN SECTION	Return to
-----Wackerlig-----		Bring Up
		Action

We are developing contract plans for the subject bikeway, currently on the May 26, 1983, contract letting schedule. A retaining wall approximately 270 feet long with a maximum height of 4 feet is required in one area. Please review the proposal and furnish us with design data to accompany the plans.

A copy of the location narrative report is attached, for your information.

There is a climbing lane project in the six-year program for 1984 that will provide for a bikeway, so this work is an interim measure.

FE:kg

cc: Jon Heacock



PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION

Zoo Exit to Vista Ridge Tunnel (Bikeway)

REGION

Metro Region

Sunset Hwy SURVEY AUTHORITY

AUTHORIZATION NO.

1

PREFIX

526-140-1

DATE

12/1/82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$ 300	\$ 300	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$ 1,000	\$ 1,000
902 CITIZEN'S INVOLVEMENT	0		916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	0		918 LOCATION	1,000	1,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	0	0
905 FINAL DESIGN	8,000	8,000	920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	2,500	2,500	938 REGION ENVIRONMENT	0	0
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	0	0
910 REGION GEOLOGIST	1,500	1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	0
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0	0	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	0	0	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	0	0	932 RAILROAD & UTILITIES	100	100			

TOTALS \$ 14,500 \$ 14,500

PREVIOUS AUTHORIZATION \$

ADD. AUTH. REQUIRED \$

FEDERAL AID PROJECT NUMBER

STATE State

LOCATION ENGINEER'S REMARKS

Work approved Through P.S.E. Doc.

1 Versteeg ✓
2 Anderson
3 Adam
3 Orson
Sullivan
Terpin
4
Wekering

RECEIVED
DEC 14 1982
ROAD DESIGN SECTION

cy Watson: SW
Do Not File
Return To
Bring
Action

Approved by OTC 8-17-82

PREPARED BY P. V. Lewellyn	DATE 12/1/82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [Signature]	DATE 12/6/82
RECOMMENDED, REGION ENGINEER X [Signature]	DATE 12/16/82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X Frank C. Terpin	DATE 12/2/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	



PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Zoo Exit to Vista Ridge Tunnel				REGION Metro Region	
STATE HIGHWAY # 47	HIGHWAY NAME Sunset Highway		MILE POST FROM 72.33 TO 73.46		LENGTH 1.13
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME		
ROUTE # 26	FEDERAL AID # FAP 27	APPLICANT (IF OTHER THAN STATE)			

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	\$ 7	GRADING	(✓) ✓	FILES	(#)
RIGHT OF WAY	\$ 0	PAVING	(✓) ✓	ACRES	(#)
ROADWAY	\$	STRUCTURES	(✓) ✓	RELOCATIONS	(#)
STRUCTURES	\$	SIGNING	(✓) ✓	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	\$	SIGNALS	(✓)	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	\$	ILLUMINATION	(✓)	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	\$			RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	\$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	\$ Included	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	\$ 65	WORK TYPE (1-12)	3	☒ CONTRACT ☐ OTHER	
TOTAL ESTIMATE	\$ 72			☐ STATE FORCE	
				☐ CITY FORCE	
				☐ COUNTY FORCE	
FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE Bikeway		RECOMMENDED PROGRAM YEAR	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) \$
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) \$

ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM
TRAVEL LANES (#)			Bicycle/pedestrian travel is permitted on the Sunset Highway west of the tunnel. The recent installation of a westbound climbing lane eliminates the shoulder area previously used by bicyclists.
STRUCTURES (#)			
SIGNALS (#)			
BIKE PATH (Y/N)	N	Y	
AVERAGE DAILY TRAFFIC			PROPOSED SOLUTION
YEAR OF AVERAGE DAILY TRAFFIC			Provide a four-foot paved shoulder along the climbing lane for westbound bicycle travel only.
REQUESTED REGION ENGINEER X <i>Edward H. Hunt</i>			DATE 10/16/82
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X <i>1/1/83</i>			DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X <i>1/1/83</i>			DATE
			TRANSP. COMM. APPROVAL DATE
			PROGRAM YEAR
			FUNDING



PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Zoo exit to Vista Ridge Tunnel

REGION

Metro Region

PROJECT JUSTIFICATION

This is one of five projects approved by the Transportation Commission for the fiscal year 1983 Bicycle Trail Program.

ADMINISTRATION RECOMMENDATION



PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Zoo exit to Vista Ridge Tunnel

REGION

Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A-95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	S	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

UTILITIES

(LIST BELOW)

ACQUISITIONS

RELOCATIONS

COMPANIES

SIMPLE (#)

COMPLEX (#)

BUSINESS (#)

RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON

EASEMENTS (#)

ACCESS CONTROL (Y/N)

DESIGN SPEED

70

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 12/2/82



STATE OF OREGON

37-1474
INTEROFFICE MEMO

TO: EDWARD L. HARDT
Metro Region Engineer

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Zoo Exit - Vista Ridge Tunnel
(Bikeway, Sunset Highway)
Multnomah County

DATE: December 10, 1982

RECEIVED

DEC 14 1982

LOCATION
SECTION

3-6-82
The attached memo, prepared by Bob Schalk, indicates that a six-foot wide shoulder bikepath could be constructed for \$208,000, which exceeds the \$72,000 available from the Bikeway Program. I have requested Curt Duval to proceed with preparing an estimated cost for a four-foot shoulder bikeway. This bikeway would be a minimum cost facility and would entail merely removing the existing curb and placing a shoulder barrier four feet from the existing fog line and not adjusting the existing drainage. The purpose of this estimate will be to define a minimum cost facility which would only be temporary. This design would not be consistent with the type of construction Jim Cochell has recently completed, therefore, on the surface, does not appear like an acceptable solution.

I recommend we proceed with a better facility which would provide six-foot continuous shoulders recognizing that the cost would exceed the \$72,000 available from the Bikeway Program. There appears to be about five different ways we could proceed with the bikeway project:

1. Proceed with a construction contract to construct the six-foot shoulder/bikeway using FAP dollars and Bikeway funds for the local match.
2. Extending the existing contract using FAP dollars to construct the six-foot shoulder/bikeway and using Bikeway funds for the local match.
3. Develop a separate contract for constructing the six-foot shoulder/bikelane with e(4) dollars through MSD and Bike funds for the local match.
4. Develop a minimum cost section with four-foot shoulders and either extending the existing contract or developing a new contract for a \$72,000± minimum bikeway facility using 100 percent State/Bikeway funds.
5. Develop two different State force orders for Bill Geibel to construct the bikeway shoulders. Each State maintenance order could not exceed \$50,000.

I have discussed this with Frank Terpin and he feels that our general administrative policy has been to not use federal dollars to build separate bikeway projects, therefore, would recommend extending the existing contract. We also felt that the maintenance approach would ~~not~~ be the best way to proceed.

NOTED
D. E. SHAFFER

GRASSMANN

REFERRED TO

By Location Engineer



Memo to E. L. Hardt
From J. D. McClure
Subject: Zoo Exit-Vista Ridge Tunnel
(Bikeway, Sunset Highway)
December 10, 1982
Page 2

I recommend we further investigate the possibility of extending the existing contract to complete the work that Jim Cochell has started. The minimum cost four-foot bikeway shoulder concept, in my opinion, does not appear acceptable since it would not be consistent with our recent construction in the canyon and could only be considered a temporary facility. Also, contracts of this size would be costly to administer and do the engineering design. Please advise in which direction you feel we should proceed.

po

cc: Frank Terpin ✓
Curt Duval
Bob Schalk
Jef Kaiser
Bill Geibel

Attachment



STATE OF OREGON

INTEROFFICE MEMO

File: 37-1474

TO: Curt Duval
Location Manager

DATE: December 2, 1982

FROM: Bob Schalk *Bob Schalk*
Designer

SUBJECT: Sunset Highway, Tunnels to Zoo Exit
Widening for Six Foot Shoulder/Bike Path

Here is the estimate you requested for widening the westbound side of the Sunset Highway between the tunnels and the Zoo exit to provide a continuous 6' wide shoulder/bike path.

Station 41+00 to 61+00	\$122,500
Station 89+00 to 99+50	85,500
Total	<u>\$208,000</u>

Station 41+00, Jefferson Ramp, to Station 61+00, the beginning of the existing shoulder widening recently done, is accomplished by restriping the travel lanes to four 11-foot wide lanes and widening an additional four feet to obtain the 6 foot shoulder. Old cross sections used for the Westside Transitway project, which may have been picked from the contour map, show that the four foot widening would require only a shoulder barrier to retain the slope cut. The estimate is based on this data. If future field cross sections show a wall to be required because of the steep slope, the estimate would increase by \$50,000 to \$100,000.

The westerly section, Station 89+00 to 99+50, begins where Cochell's current effort stops and stops at the beginning of the Zoo exit ramp. Cochell had some random field cross sections for this area that show three ridge points that would require cutting and building retaining walls with shoulder barrier before, after, and between the wall sections. The work would be similar to that recently done by Cochell.

Attached are copies of the estimates and their work sheets.

hw

Attachments

cc [REDACTED]



STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

LOC 19

RECEIVED
STATE HWY ENGR

TO: Ed Hardt
Metro Region Engineer

FROM: Donald E. Shaffer *DES*
Bicycle Route Engineer

SUBJECT: Fiscal Year 1983 Bicycle Trail Program

DATE: August 18, 1982 AUG 18 '82

NOTED

W. E. SCHWARTZ

REFER TO						
FOR						
Info	Invest	R/D	D.R.	Sign	Act	File

The Transportation Commission has just approved the fiscal year 1983 Bicycle Trail Program. A copy of which is attached. Now that we have an approved program, we need to start implementation by submitting survey requests and prospecti to this office.

The first project on the list is the Zoo Exit-Vista Ridge Tunnel Section of the Sunset Highway. We plan to spend at least \$12,000 of the \$72,000 estimate in fiscal year 1983 so this project will need to be under contract by April 1, 1983. Please submit necessary field data prior to January 1, 1983.

The second project is the curb ramp at Union and Burnside. It was originally believed you would rather not fool around with this ramp construction with State forces. This may not be the case. If you don't want to construct the ramp, please determine if the City would do it and we could somehow reimburse them for the cost. It may take some formal agreement.

Bill Geibel wanted to do the Hall Boulevard project between Tigard and Tualatin. We have programmed that project in approximately \$100,000 increments starting is fiscal year 1984 but have put \$20,000 in the fiscal year 1983 program for preliminary engineering. This P.E. could be started at any time but should be completed by March 1983 so that a project can be identified and constructed in fiscal year 1984.

The third project in the program is the planned connection between the I-205 bikeway and the north side of the Clackamas Town Center. This project is shown as a cooperative venture. We felt that Clackamas County might be willing to contribute 20% to the project. Please contact the County to determine if they are. The field work for this small project should be started soon to allow for completion this fall or next spring.

The last project in your region is the next phase of the Powell Boulevard curb removal and shoulder bikeway delineation work. We have anticipated about \$10,000 spent in fiscal year 1983 and \$40,000 in fiscal year 1984, but you may want to speed that up a little. In any event, we need a contract by March of 1983.

Ed Hardt
August 18, 1982
Page two

You will notice that these projects are generally those recommended by your office for the program. I think we've got a good thing going here. Thank you for your help.

DES/FET:ge
Attachment

cc H. S. Coulter
E. S. Hunter
J. H. Versteeg
R. Ewen

1983 S.E. 97th Ave.-S.E. 162nd 9667
Ave. Sec., Mt. Hood Hwy. E. of
Portland. (Bikeway)

1667
May 29, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9667

Gentlemen or Ladies:

On May 23, 1984, we wrote to you concerning release of final payment on Contract No. 9667 awarded to Eagle-Elsner, Inc. for the bikeway on SE 97th Avenue-SE 162nd Avenue of the Mt. Hood Highway in Multnomah County.

Final payment on this contract is \$999.96. The total contract amount is \$89,696.66 including \$2,447.07 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Eagle-Elsner, Inc.
PO Box 23294
Tigard, OR 97223

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt



Department of Transportation
HIGHWAY DIVISION

Metro Region

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

April 4, 1984

Jeff Davis, Community Planner
City of Gresham
1333 N.W. Eastman Avenue
Gresham, Oregon 97030

In Reply Refer To
File No

RE: Powell Blvd Bike Path
City of Gresham

I am responding to your letter that you sent to John Grassman concerning the Powell Blvd bike paths in the City of Gresham.

The contract that provided for changing the two-way bike path to a one-way bike path included monies to re-sign this section. There is an approved State force order for this work. The sign crew is in the process of making the change in the signing and will be done shortly.

I would like to take the opportunity to respond to the four things mentioned in your letter. The first item suggested that the bike lanes are narrow. Our current bike path width requirements for one-way facilities is a minimum of four feet and a desired standard of six feet. We have these widths throughout the section.

Number two item concerns the lack of signing; this is being taken care of.

Number three item states that only a small portion of the route is signed for no parking. It is not a standard practice to provide 'no parking' signs for the length of a bike route.

The number four item indicates, again, the lack of signing and this is being taken care of.

It is also our intention to re-stripe the entire bike path from 97th into Gresham. This, along with the sign installation, will bring this facility to current standards.

Thank you for bringing this to our attention.

RONALD W. FAILMEZGER
Traffic Operations Supervisor

cc: Edward L. Hardt w/att
Harry Woodward w/att
John Grassman

RECEIVED

APR 05 1984

LOCATION
SECTION



File
MULTNOMAH COUNTY

City of Gresham

1333 N.W. EASTMAN AVENUE
GRESHAM, OREGON 97030
(503) 661-3000

March 7, 1984

Mr. John Grassman
Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Grassman:

This letter is in reference to the State maintained Bikeway along Powell Blvd. within the City of Gresham.

The Powell route was originally built as a two-way bikeway on one side of the street with an extruded curb between the motor vehicle lane and the bike lane. The route was then changed. The extruded curb was removed and a lane was added to the other side of Powell in order to provide one-way bike travel on both sides of the street.

I have received several complaints regarding the bikeway. It appears that when the design change was made, the facility was not brought up to the AASHTO standards. I recently conducted an inspection of the facility and found that there are a few items you may want to direct your Portland area field office to review.

- (1) Lane striping is too narrow.
- (2) There is only one free standing bikeway sign for the route's entire length on one side of the street.
- (3) Only a small portion of the route is signed "No Parking".
- (4) Several of the free-standing signs are still two sided as if it still was a two-way bikeway on one side of the street.

I hope that someone from your Department can take a look at the facility and let me know whether or not it is consistent with State bikeway design standards.

Very truly yours,

Jeff Davis

Jeff Davis
Community Planner

JD/hk

NOTED
J. GRASSMAN

3/19

METRO will respond.

JK

RECEIVED

MAR 09 1984

LOCATION
SECTION

FORM 81-734-2001 OREGON STATE HIGHWAY DIVISION FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		SECTION S.E. 97th Avenue -- S.E. 162nd Avenue HIGHWAY Mt. Hood		WEEK ENDING November 5, 1983 SECTION PREFIX 826-1133 COUNTY Multnomah	
NAME OF JOB		KIND OF WORK Bikeway			
CONTRACTOR Eagle-Elsner, Inc.		CONTRACT NUMBER 9667		FEDERAL AID PROJECT NUMBER State	
DATE OF CONTRACT June 22, 1983		DATE WORK STARTED July 28, 1983		ESTIMATED COMPLETION DATE	
AVERAGE FORCE ON PROJECT FOR THE WEEK:		SPECIFIED WORK DAYS		WORK DAYS USED	
MEN: 0 SUPERVISION: 0		SPECIFIED CALENDAR DAYS 100		CALENDAR DAYS USED 71	
		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED 71	
PROJECT AUTHORIZATION: 135,785.73				PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
EXCLUSIVE OF ENGINEERING: 125,018.58		ENGINEERING AUTHORIZATION 10,767.15		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 95,750.00		ENGINEERING COST TO DATE 8,300.00		DATE PROJECT WAS COMPLETED: 9-14-83	
ESTIMATED PERCENT: ~~UNDERRUN~~ 23 %		PERCENT OF AUTHORIZATION 77 %			

ESTIMATED PERCENT COMPLETE (ROADWORK)						
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
		100		100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM
						PAVING
MILES IN PROJECT						
MILES PARTIALLY COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT)			100 %	250 T		750 T
TOTAL QUANTITIES CORRECTED TO DATE			100 %	97 T		300 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			100 %	97 T		300 T
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						
EQUIPMENT USED DURING THE WEEK: None						

ESTIMATED PERCENT COMPLETE (STRUCTURES)							
BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Cloudy	0		
TUESDAY	Rain	0		
WEDNESDAY	Rain	0		
THURSDAY	Rain	0		
FRIDAY		0		
SATURDAY		0		

CE K RECEIVED OM

CAE D CA

FOE D LS

OCS D NOV 7 1983 TC

SCS D CONSTRUCTION FE

ISO D SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity 10-30-83 to 11-5-83. 100(5)1-18-1 20-02-8 10-28-01 20-18-1
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SUMMARY: Project completed.

ANTICIPATED: Semi-final submitted. Final Report.

SIGNED Gary Kenhen LOCATION Portland
Gary Kenhen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

July 26, 1983

Eagle-Elsner, Inc.
P. O. Box 23294
Tigard, OR 97223

CON 5
#9667

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9667 for a bikeway on the S.E. 97th Avenue-S.E. 162nd Avenue Section of the Mt. Hood Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Encl.

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Gary Kennen

ASPHALT
PAVING

EAGLE ELSNER, INC.

GENERAL
CONTRACTING

P.O. Box 23294
Tigard, Oregon 97223
249-5831

June 20, 1983

Mr. Robert W. Gormsen, Manager
Commission Services
Department of Transportation, Highway Division
121 Transportation Building
Salem, Oregon 97310

RE: Bikeway, S.E. 97th Ave.-S.E. 162nd Ave., Multnomah County #9667

Dear Mr. Gormsen:

We are hereby notifying your office of our intent to subcontract with The Kaspac Corp., dba Kaspac Industries, P.O. Box 02178, Portland, Oregon, 97202. We are contracting with them to perform work covered on bid item number 6 for the price of \$.40 per lineal foot or a total price of \$ 8,000.00. This subcontract will result in a 7.4% MBE participation which is in excess of the required 2%.

Very truly yours,
EAGLE-ELSNER, INC.

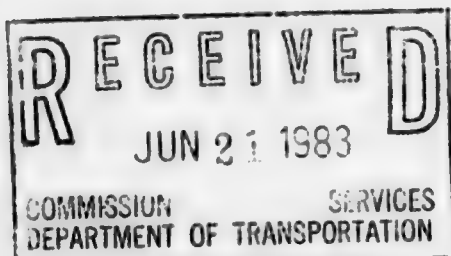
Richard Eagle, Pres.
Richard Eagle, President

Sibscribed before me this 20th day of June, 1983.

John D. Haysen

Notary Public

My commission expires 6/08/84.



cc Kay Turner

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

LOC 3

FILES

June 8, 1983

**H. S. Coulter
State Highway Engineer**

**Footpaths and Bicycle Trails
June 16, 1983 Bid Letting**

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 16, 1983 on the following projects:

1. Davenport Road-Powder River
Chandler Lane, Baker County
Paving

Eleven-foot lanes with 5-foot aggregate shoulders. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Conifer Boulevard-Circle Boulevard (Corvallis)
Pacific Highway West, Benton County
Grading, Paving and Signals

Twelve-foot lanes with left-turn median lane and 6-foot shoulder bikeways. Pedestrian signals will be installed at major intersections on this project.

3. Retz Creek Slide
Oregon Coast Highway, Curry County
Grading and Paving.

Slide correction. Eleven-foot lanes with 4-foot shoulders. Eleven-foot climbing lane as required. Shoulders on this section will be designated as Narrow Bike Lanes. Additional width is not available due to the instability of the embankment in this area.

4. Round Butte Rock Production
West of Madras, Jefferson County
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting
Page 2

5. Warner Rock Production
Warner Highway, Lake County
Aggregate Crushing

Same as No. 4.

6. West 1st Avenue-S.P.T.C. X'ing (Eugene)
Van Buren Street, Lane County
Traffic Signals

Pedestrian signals will be installed on this project.

7. Zoo Exit-Vista Ridge Tunnel
Sunset Highway, Multnomah County
Paving

Bikeway project. A westbound shoulder bike lane of six-foot normal, 4-foot minimum, will be constructed.

8. S.E. 97th Avenue-S.E. 162nd Avenue
Mt. Hood Highway, Multnomah County
Paving and Signals

Bikeway project. Bicycle lanes, normal 7-1/2 feet wide, will be constructed on this project. Additional signals to accommodate bicycles and pedestrians will be installed.

9. L.R.T. O'xing of U.P.R.R. (Holladay Street)
Columbia River Highway, Multnomah County
Structure

Same as No. 4.

10. Eagle Creek-Mitchell Point
Columbia River Highway
Multnomah and Hood River Counties
Paving

Interstate Highway overlay. Ten-foot shoulders provided for bicycle and pedestrian use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting
Page 3

11. **Forest Grove-Hillsboro**
Tualatin Valley Highway, Washington County
Paving

Bikeway project. Six-foot shoulder bicycle lanes will be constructed on this project.

12. **Allen Boulevard Interchange**
Beaverton-Tigard Highway, Washington County
Landscaping

Same as No. 4.

RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings



PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION

S.E. 136th Ave. to 162nd Ave.

REGION

Metro Region

SURVEY AUTHORITY Multnomah Co

AUTHORIZATION NO.

1

PREFIX

826-1402

DATE

12/1/82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$ 100	\$ 100	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$ 500	\$ 500
902 CITIZEN'S INVOLVEMENT	0	0	916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	0	0	918 LOCATION	500	500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	100	100
905 FINAL DESIGN	2,000	2,000 5,000	920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	1,000 2,500	1,000 2,500	938 REGION ENVIRONMENT	0	0
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING	0	0
910 REGION GEOLOGIST	0	0	924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	0
911 TRAFFIC SECTION	500	500	925 AIR MONITORING			980 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0	0	980 PUBLIC HEARING	0	0
913 RIGHT-OF-WAY LIAISON	0	0	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES	200	200			

TOTALS \$ 9,200 \$ 9,200

PREVIOUS AUTHORIZATION \$

ADD. AUTH. REQUIRED \$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

State

LOCATION ENGINEER'S REMARKS

1 Version ☒
2 Revision ☒
3 Admin ☒
4 Other ☒
Culliver ☒
Harpin ☒
Waters ☒
RECEIVED
DEC 14 1982
ROAD DESIGN SECTION
cy Watson W

Approved by otc 8-17-82

PREPARED BY	DATE	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
P.V. Lewellyn	12/1/82	X <i>William E. Schwab</i>	12/6/82
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X <i>Frank E. Perpi</i>	10/12/82	X	
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X <i>Frank E. Perpi</i>	12/2/82		



PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION S.E. 136th Ave. to 162nd Ave.		REGION Metro Region	
STATE HIGHWAY # 26	HIGHWAY NAME Mt. Hood Highway	MILE POST FROM 7.90 TO 9.27	LENGTH 1.37 miles
☐ URBAN ☒ RURAL	CITY	COUNTY Multnomah	ROAD/STREET NAME Powell Boulevard
ROUTE # 26	FEDERAL AID # 24	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	\$ 4	GRADING	(✓) ✓	FILES	(#)
RIGHT OF WAY	\$	PAVING	(✓)	ACRES	(#)
ROADWAY	\$	STRUCTURES	(✓)	RELOCATIONS	(#)
STRUCTURES	\$	SIGNING	(✓)	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	\$	SIGNALS (relocate)	(✓) ✓	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	\$	ILLUMINATION	(✓)	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	\$			RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Const. Cost	\$ 39	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	\$ 16	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	\$ 55	WORK TYPE (1-12)	6	☒ CONTRACT	☐ OTHER
TOTAL ESTIMATE	\$ 59			☐ STATE FORCE	
				☐ CITY FORCE	
				☐ COUNTY FORCE	

FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE 1% Bike Fund	RECOMMENDED PROGRAM YEAR
-----------------------	---	--	--------------------------

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) \$
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) \$

ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM
TRAVEL LANES (#)	2	2	Existing bike path is bi-directional and is separated from the roadway by an extruded curb. This configuration has been found to be hazardous both for adjacent motor vehicles and for the user bicyclists.
STRUCTURES (#)			
SIGNALS (#)	2	2	
BIKE PATH (Y/N)	Y	Y	
AVERAGE DAILY TRAFFIC	13,500		PROPOSED SOLUTION
YEAR OF AVERAGE DAILY TRAFFIC	1981		Remove the extruded curb and restripe Powell Boulevard to permit six-foot shoulder bike lanes on both sides of the roadway.
REQUESTED BY, REGION ENGINEER <i>[Signature]</i>			DATE 10/12/82
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X			DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X			DATE
		TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR
			FUNDING



PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION

S.E. 136th to 162nd Ave., Powell

KEY ID #

REGION

Metro Region

PROJECT JUSTIFICATION

This is one of five projects approved by the Transportation Commission for the fiscal year 1983 Bicycle Trail Program.

The project is a continuation of the curb removal/restriping effort that has recently been completed between 162nd Avenue and Ava Avenue.

ADMINISTRATION RECOMMENDATION



PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

S.E. 136th Ave. to 162nd Ave., Powell

REGION

Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A-95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	S	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 2	NEW (#) 2

RIGHT-OF-WAY

UTILITIES

(LIST BELOW)

ACQUISITIONS

RELOCATIONS

SIMPLE (#)

COMPLEX (#)

BUSINESS (#)

RESIDENTIAL (#)

N

N

N

N

RIGHT-OF-WAY LIAISON

N

EASEMENTS (#)

N

ACCESS CONTROL (Y/N)

N

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING								Extruded								
0	0	0	0	3-4'	0	0	14'	0	14'	0	0	2-3'	0			8'
6'+	0	0	0	0	0	0	14'	0	14'	0	0	0	0	0	0	6'+

shldr. Bikeway

PROPOSED

shldr. Bikeway

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

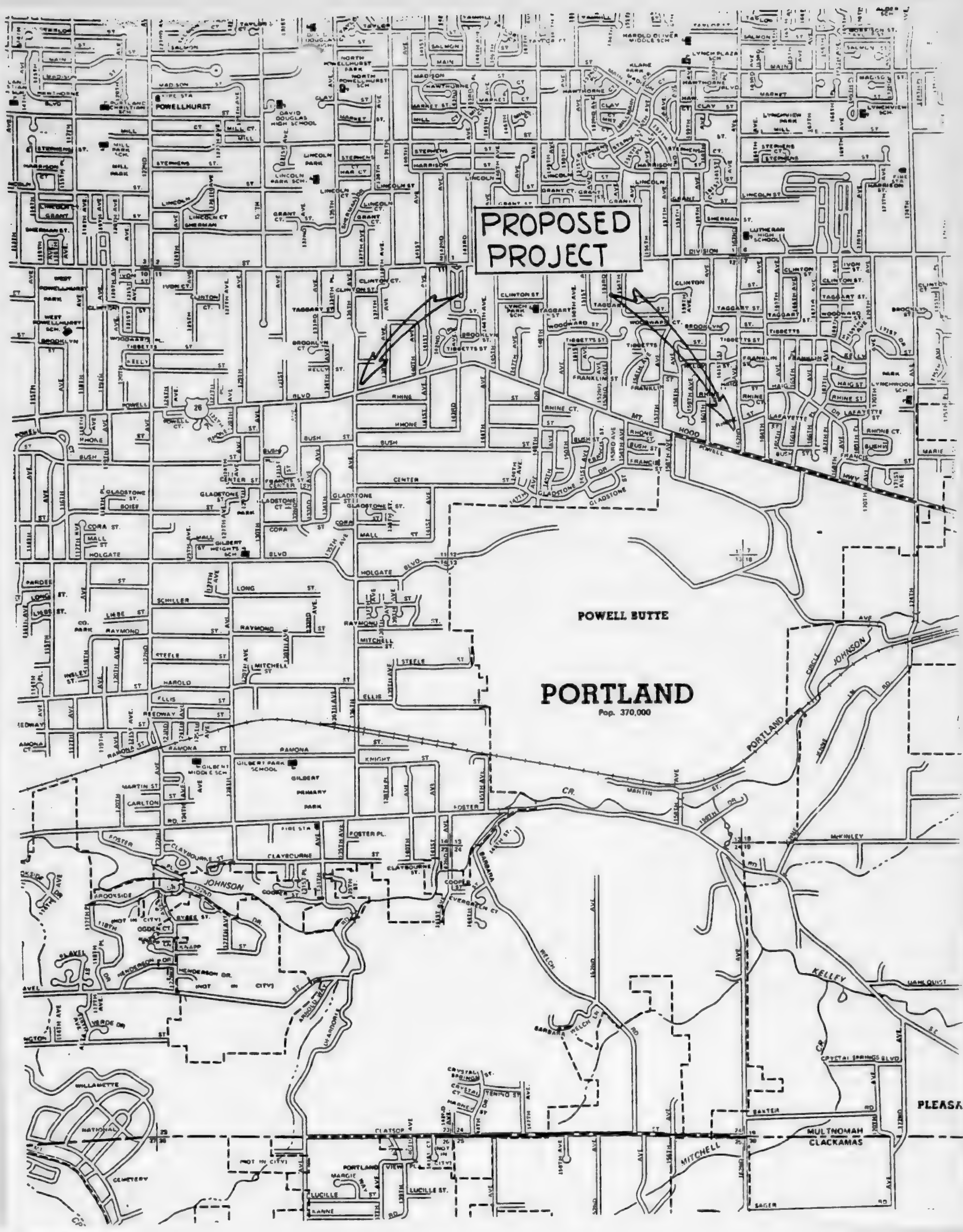
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

12/2/82



PROPOSED
PROJECT

PORTLAND
Pop. 370,000

POWELL BUTTE

PLEASANT

MULTNOMAH
CLACKAMAS



STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

LOC 19

RECEIVED
STATE HWY ENGR

TO: Ed Hardt
Metro Region Engineer

DATE: August 18, 1982 AUG 18 '82

FROM: Donald E. Shaffer *DEShaffer*
Bicycle Route Engineer

NOTED

W. E. SCHWARTZ

SUBJECT: Fiscal Year 1983 Bicycle Trail Program

REFER TO

FOR

Info	Inves	R/D	D.R	Sign	Act	File
☒	☐	☐	☐	☐	☐	☐

The Transportation Commission has just approved the fiscal year 1983 Bicycle Trail Program. A copy of which is attached. Now that we have an approved program, we need to start implementation by submitting survey requests and prospecti to this office.

The first project on the list is the Zoo Exit-Vista Ridge Tunnel Section of the Sunset Highway. We plan to spend at least \$12,000 of the \$72,000 estimate in fiscal year 1983 so this project will need to be under contract by April 1, 1983. Please submit necessary field data prior to January 1, 1983.

The second project is the curb ramp at Union and Burnside. It was originally believed you would rather not fool around with this ramp construction with State forces. This may not be the case. If you don't want to construct the ramp, please determine if the City would do it and we could somehow reimburse them for the cost. It may take some formal agreement.

Bill Geibel wanted to do the Hall Boulevard project between Tigard and Tualatin. We have programmed that project in approximately \$100,000 increments starting is fiscal year 1984 but have put \$20,000 in the fiscal year 1983 program for preliminary engineering. This P.E. could be started at any time but should be completed by March 1983 so that a project can be identified and constructed in fiscal year 1984.

The third project in the program is the planned connection between the I-205 bikeway and the north side of the Clackamas Town Center. This project is shown as a cooperative venture. We felt that Clackamas County might be willing to contribute 20% to the project. Please contact the County to determine if they are. The field work for this small project should be started soon to allow for completion this fall or next spring.

The last project in your region is the next phase of the Powell Boulevard curb removal and shoulder bikeway delineation work. We have anticipated about \$10,000 spent in fiscal year 1983 and \$40,000 in fiscal year 1984, but you may want to speed that up a little. In any event, we need a contract by March of 1983.

Ed Hardt
August 18, 1982
Page two --

You will notice that these projects are generally those recommended by your office for the program. I think we've got a good thing going here. Thank you for your help.

DES/FET:ge
Attachment

cc H. S. Coulter
E. S. Hunter
J. H. Versteeg
R. Ewen



Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: April 13, 1982
TO: Oregon Transportation Commission
FROM: H. S. Coulter
State Highway Engineer
SUBJECT: Finance Approval
Two Bikeway Projects

PRO

On the consent calendar for the April 20 meeting will be a request to add two bikeway projects to our construction program.

One project is on the Ochoco Highway in Prineville, and the other is on Powell Boulevard (Mt. Hood Highway) in Portland and Gresham.

The \$449,000 financing of the projects would be with State funds, most of the cost of which will apply toward compliance with the bike law. I recommend your approval and request authority to sign the necessary agreement for and on your behalf.

KO:bkc ia

bc Fred D. Miller
R. W. Gormsen
R. N. Bothman
W. E. Schwartz
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Frank Terpin
Dale Allen
E. L. Hardt
V. E. Skoog
George Bell

NOTED
W. E. SCHWARTZ

RECEIVED STATE HWY ENGR						
APR 13 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File



STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: H.S. Coulter, P.E.
State Highway Engineer

FROM: R.N. Bothman, Assistant State Highway
Engineer for Administration

SUBJECT: Project Requests
Two Bikeway Projects

DATE: April 12, 1982

Attached for your consideration, are Project Requests for two bikeway projects:

1. Ochoco Creek - Barnes Butte Road
Ochoco Highway
Crook County
2. 162nd Avenue - Ava Avenue Section
Mt. Hood Highway
Multnomah County

The first project is on East 3rd Street in the City of Prineville and the second is on Powell Boulevard in Portland and Gresham. These two projects are needed in fiscal year 1982 in order to get our required amount of bike funds expended. State funded surveys are recommended.

We concur in these requests and, if you approve, have drafted the attached letter to the Commission for your use.

KO:bkc
Attachments

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

- D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.
- E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.
- F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.
- G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.
- H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:



STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: Frank E. Terpin
Location Engineer

FROM: Donald E. Shaffer *Don*
Bicycle Route Engineer

SUBJECT: Powell Blvd. Bikeway Revision
Mt. Hood Highway
Multnomah County

DATE: April 7, 1982

On Monday, April 5, 1982, Harry Woodward, Ron Failmezger and I reviewed the Powell Boulevard (Mt. Hood Highway) Bikeway with the idea of removing the bike curb for some distance and restriping the roadway to create six-foot bicycle lanes on both sides.

There are two units on Powell where the curb has already been removed: at 174th where a channelization was created and at 190th where a right-of-way encroachment required the moving of the roadway into the bikeway.

For these reasons we decided to include 174th and 190th in the unit to be revised at this time.

The logical western terminus of the project would be at 162nd Avenue where there is a signal and where a significant traffic volume change should take place. At 174th there is a right-turn only lane eastbound. We probably should drop the lane stripe in advance of that turn.

The eastern terminus of the project should be Ava Avenue. The project would be 3.3 miles long. The section of curb already missing at 190th is about 0.2 mile in length and the missing section at 174th is about 0.1 mile long.

I estimate that this project would cost about \$80,000 to do and could be done in thirty working days.

DES:ge

NOTED
F. E. TERPIN

Heavy 123

ROAD DESIGN SECTION

DES 16

E. J. Dunn
Resident Engineer

March 15, 1982

Fred Eriksen
Fred Eriksen
Design Supervisor

138th Avenue-Sandy Boulevard
N.W. Portland Highway
Multnomah County

1
2
RECEIVED

ROAD DESIGN SECTION

We have reviewed Multnomah County's preliminary plan (now dated March 5, 1982) with their accompanying letter and have the following comments:

The base design on Sandy Boulevard does not comply with our letter dated November 2, 1981. In that letter we noted John Scofield had specified a base design of 16 inches, including 4 inches AC and 12 inches of treated base (PMBB or CTB), for widening the N.E. Portland Highway (Sandy Boulevard).

John Scofield has said that 12 inches of Class "B" AC would be satisfactory in lieu of plant mix bituminous base or cement treated base. Class "C" AC should not be used in the base lift, but could be used in the top 4 inches of the base design and for overlay of existing pavement.

Please advise the County of our base design requirement for the N.W. Portland Highway (Sandy Boulevard). The County's plan is satisfactory to us if the surfacing design is corrected.

FE:ja

ROAD DESIGN SECTION

E. J. Dunn
Resident Engineer

Fred Eriksen
Fred Eriksen
Design Supervisor

138th Ave. - Sandy Blvd.
N. E. Portland Highway

November 2, 1981

<u>1</u> Versteeg ☒	RECEIVED	Do Not File ☐
<u>3</u> Anderson <i>FE</i>		Return To _____
<u>2</u> Christensen <i>FE</i>		Bring to _____
<u>2</u> Olson <i>FE</i>		Action _____
Sullivan _____		
Terpin _____		
Trout _____	NOV 1 1981	
Wekerlig _____	ROAD DESIGN SECTION	

We have reviewed Multnomah County's preliminary plan, dated October 19, 1981 and have the following comments:

1. John Scofield, Soils Engineer, has specified a base design (copy attached) of 4 inches A.C. and 12 inches of treated base (PIRB or CTB) for widening the N.E. Portland Highway (Sandy Blvd.). The Soils Engineer also indicated we could utilize about 34 feet of the existing pavement width (17 feet each side of centerline).
2. A 1-inch minimum (Class "C" A.C.) overlay of the existing pavement width will be necessary to obliterate the existing striping. *(mag)*
3. The 2-foot shoulder (left side) on the typical section for Sta. 156+50 should be paved.

Traffic signal plans for this intersection are currently being developed by the Traffic Section.

FE:
Attachment
cc: Curt Duval

REFERRED TO

Board _____	Staudenmeyer _____
Cole _____	Mann _____
<u>1</u> Eriksen <i>FE</i>	Watson _____
Hager _____	Dorn _____
Leu _____	

Return Discuss Do File Copy Due _____

BY FINAL DESIGN ENGINEER

REVISÉD

STRUCTURAL SECTION

NEW WORK

CREDIT

$$\begin{array}{r} 8.0'' \\ 21.5'' \\ \hline 29.5'' \end{array}$$

Board _____ Stuedemanneyer _____
 _____ Mann _____
 _____ Watson _____
 _____ Dorn _____ Lew _____
 Natural Sciences Dept. File Copy Due _____
NATIONAL DESIGN ENGINEER

A.C.O.L. for stripe obliteration. DESIGN ENGINEER

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

Versteeg _____
 Anderson _____
 Christensen _____
 Olson _____
 Sullivan _____
 Terpin _____
 Trout _____
 Wackerlig _____

RECEIVED

DEC 7 1931

ROAD DESIGN
SECTION

1983 L.R.T. O'xing of UPRR 9668
(Holladay St.) Sec., Col. R.
Hwy. in Portland. (gr, str.)

OSHD CONTRACTS
BANFIELD TRANSITWAY PROJECT

#9513	Union-39th Avenue	S. J. Groves & Sons Co. El Dorado, CA	\$27,581,766.00
#9549	Building Demolition	R. A. Gray Tigard, OR	38,258.50
#9594	39th-87th Avenue	R. A. Hatch Bend, OR	29,270,186.00
#9621	S. Banfield Interchange- S.E. Washington Street	S. J. Groves & Sons El Dorado, CA	15,292,497.00
#9668	LRT O-Xing (Holladay St.)	S. J. Groves & Sons El Dorado, CA	1,041,913.00
#9748	Steel Bridge & Ramps	Donald M. Drake Portland, OR	7,793,569.31

Other work including trackwork, electrification, transit stations, landscaping, etc., was contracted by other agencies; ie., Tri-Met, City of Portland, Multnomah County, etc.

Prepared by Pat Patterson
Construction Section
1-6-86

R. N. BOTHMAN

August 12, 1963

McClaskey, Greig, & Troutwine
Attorneys at Law
700 N. Hayden Island Drive, Suite 330
Portland, OR 97217

CON 5
#9513
#9621
#9668

Attention: Gayle Troutwine

As requested, we are attaching copies of the following contracts with S. J. Groves & Sons Company:

Contract No. 9513 for work on N.E. Union Avenue-
N.E. 39th Avenue, Columbia River Highway, Multnomah
County.

Contract No. 9621 for work on S. Banfield Interchange-
S.E. Washington Street Section, East Portland Freeway,
Multnomah County.

Contract No. 9668 for work on L.R.T. Overcrossing of
UPRR (Holladay Street) Section, Columbia River Highway,
Multnomah County.

It was necessary to xerox copies of Contract No. 9513
and there is a charge of 10 cents per page. Your remittance
in the amount of \$23.60 will be appreciated. Please make the
check payable to the Department of Transportation and mail to
121 Transportation Building, Salem, OR 97310.

Robert W. Gormsen
COMMISSION SERVICES

Attachments

FKN:mlr

files 11

LAW OFFICES
FURRER & SCOTT

P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 820-4540

August 9, 1985

R. A. Hatch Co.
Lyman C. Johnson, R. A.
835 N.W. Bond
Bend, Oregon 97701

Roadway Constructors Corp.
fka Railco Multi Construction, Inc.
Robert C. Wall, R.A.
500 N.E. Multnomah. Suite 686
Portland, Oregon 97232

S. J. Groves & Sons Company
1040 N.E. 92nd Avenue
Portland, Oregon 97220

S. J. Groves & Sons Company
C.T. Corp. Systems, R.A.
800 Pacific Bldg.
Portland, Oregon 97204

Hopsing Construction, Inc.
James A. Nelson, R.A.
932 Lloyd Center
Portland, Oregon 97232

Richard Hatch, Vice President
Hopsing Construction, Inc.
P.O. Box 1346
Tualatin, Oregon 97062

Re: Claimant:
Project:
General Contractors:

Star Rentals, Inc.
Banfield Light Rail Project, all sections
LS2A & 9594: R. A. Hatch Co.
LS2B, LS4A & LS4B: R. A. Hatch Co.
and Railco Multi Construction, Inc.
fka Roadway Constructors Corp.
9621, 9531 & 9668: S. J. Groves & Sons
Company
Hopsing Construction, Inc.
\$5,162.59

Subcontractor:
Amount due:

Gentlemen:

This office represents Star Rentals, Inc., a Washington corporation, with regard to its claim for equipment supplied to Hopsing Construction, Inc. between May 18, 1984 to June 29, 1984 and January 3, 1985 to June 28, 1985. This equipment was used on some if not all of the sections of the Banfield Light-Rail project referenced above. Copies of the relevant invoices are available from my office if anyone is interested in reviewing them at this time.

Hopsing Construction, Inc. has represented that payment of the claim of Star Rentals, Inc. will be made once it receives retainage money being held. Please be advised that Star Rentals, Inc. will withhold filing a more formal notice of its claim

R. A. Hatch Co. et al
August 9, 1985
Page 2

until September 20, 1985 to enable Hopsing Construction, Inc. to settle this account. However, if payment has not been received by that date, Star Rentals, Inc. will proceed with a formal notice, which notice will include notification to all relevant sureties.

If you have any questions about this matter, please contact the undersigned at 620-4540. Star Rentals, Inc. will look for payment not later than September 20, 1985. ✱

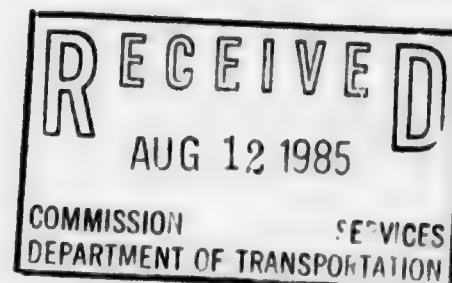
Very truly yours,

msory

Marcia L. Jory

MLJ:kd

cc Star Rentals, Inc.
Robert Gormsen, Commission Services
Oregon Dept. of Transportation



*no action
rec. for*

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORTFOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

L.R.T. O'XING OF UPRR
(HOLLADAY STREET)

WEEK ENDING

August 9, 1984

SECTION PREFIX

26-1033

HIGHWAY

Columbia River

COUNTY

Multnomah

NAME OF JOB

LRT O'xing of UPRR (Holladay St.)

CONTRACTOR

S. J. Groves and Sons Company

DATE OF CONTRACT

June 29, 1983

KIND OF WORK

Grading and Structure

CONTRACT NUMBER

9668

FEDERAL AID PROJECT NUMBER

UMTA-OR-23-9001

DATE WORK STARTED

July 12, 1983

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

0

SUPERVISION:

0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 309

WORK DAYS USED

CALENDAR DAYS USED 310

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

100%

PROJECT AUTHORIZATION:

\$ 1,301,752.13

EXCLUSIVE OF ENGINEERING:

\$ 1,209,183.09

ENGINEERING AUTHORIZATION

\$ 92,569.04

PERCENT OF CONTRACT COMPLETED

BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING

\$ 1,044,179.06

ENGINEERING
COST TO DATE

\$ 107,893.92

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

84%

ESTIMATED PERCENT:

XXXXX
UNDER RUN

14%

PERCENT OF
AUTHORIZATION

117%

DATE PROJECT WAS COMPLETED:

May 16, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%				
				AGG. BASE SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.16						
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1109 cu yd	647 ton				
TOTAL QUANTITIES CORRECTED TO DATE		1166 cu yd	1063 ton				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1166 cu yd	1063 ton				
AVERAGE DAILY QUANTITIES		-	-				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		-	-				
NUMBER OF SHIFTS PER DAY		-	-				
HOURS PER SHIFT		-	-				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16543						
PERCENT	100%						
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY			
SUNDAY 5	Clear	0					
MONDAY 6	Clear	0					
TUESDAY 7	Clear	0					
WEDNESDAY 8	Clear	0					
THURSDAY 9	Clear	0					
FRIDAY 3	Clear	0					
SATURDAY 4	Clear	0					

CE. F. CAE
COE. 11 CM
CA
CAM
CP
LEO

RECEIVED LS TC
SA CC
AUG 13 1984 FE
MA
CONSTRUCTION QCS
SECTION FILE

LRT O'XING OF UPRR (HOLLADAY STREET) Contract No. 9668 Prefix: 26-1033 Week Ending: 8-9-84

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
8-5-85 SUNDAY	Project Completed May 16, 1984. No Activity This Week.
8-6-84 MONDAY	
8-7-84 TUESDAY	
8-8-84 WEDNESDAY	
8-9-84 THURSDAY	
8-3-84 FRIDAY	
8-4-84 SATURDAY	
REMARKS	
Project completed May 16, 1984. Semi-final to be submitted August 10, 1984. <i>THIS IS THE FINAL REPORT!</i> SIGNED <u>Jarard G. Richardson</u> LOCATION <u>Portland</u> JARARD G. RICHARDSON, Project Manager	

August 7, 1985

American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

CON 5
#9668

Contract No. 9668 awarded to S. J. Groves & Sons Company for grading and structure work on the L.R.T. Overcrossing of UPRR (Holladay Street) Section of the Columbia River Highway in Multnomah County was completed on August 10, 1984 and accepted by the State Highway Division on July 30, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 12, 1985.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gornsen
COMMISSION SERVICES

22

cc: S. J. Groves & Sons Company
2255 - 116th Avenue, NE
Bellevue, WA 98004

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt (Milwaukie)

FORM 81-784-3001 OREGON STATE HIGHWAY DIVISION FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		SECTION L.R.T. O'XING OF UPRR (HOLLADAY STREET)		WEEK ENDING August 2, 1984	
NAME OF JOB LRT O'xing of UPRR (Holladay St.)		KIND OF WORK Grading and Structure		SECTION PREFIX 26-1033	
CONTRACTOR S. J. Groves and Sons Company		CONTRACT NUMBER 9668		FEDERAL AID PROJECT NUMBER UMTA-OR-23-9001	
DATE OF CONTRACT June 29, 1983		DATE WORK STARTED July 12, 1983		ESTIMATED COMPLETION DATE	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0		SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 309		WORK DAYS USED CALENDAR DAYS USED 310	
PROJECT AUTHORIZATION: \$ 1,301,752.13		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED 100%	
EXCLUSIVE OF ENGINEERING: \$ 1,209,183.09		ENGINEERING AUTHORIZATION \$ 92,569.04		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: \$ 1,044,179.06		ENGINEERING COST TO DATE \$ 107,893.92		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 84%	
ESTIMATED PERCENT: ~~OVER~~ ~~UNDER~~ 14%		PERCENT OF AUTHORIZATION 117%		DATE PROJECT WAS COMPLETED: May 16, 1984	

ESTIMATED PERCENT COMPLETE (ROADWORK)							
CLEARING 100%	DRAINAGE 100%	GRADING 100%	BASE 100%	OIL AND/OR PAVE.	MAT'L. PROD.		
				GRADING	AGG. BASE SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM
MILES IN PROJECT 0.16							PAVING
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)				1109 cuyd	647 ton		
TOTAL QUANTITIES CORRECTED TO DATE				1166 cuyd	1063 ton		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				1166 cuyd	1063 ton		
AVERAGE DAILY QUANTITIES				-	-		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				-	-		
NUMBER OF SHIFTS PER DAY				-	-		
HOURS PER SHIFT				-	-		
EQUIPMENT USED DURING THE WEEK:							

ESTIMATED PERCENT COMPLETE (STRUCTURES)							
BRIDGE NO.	16543						
PERCENT	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	Clear	0		
MONDAY 30	Clear	0		
TUESDAY 31	Clear	0		
WEDNESDAY 1	Clear	0		
THURSDAY 2	Clear	0		
FRIDAY 27	Clear	0		
SATURDAY 28	Clear	0		

RECEIVED
 AUG 6 1984
 CONSTRUCTION
 SECTION

LRT O'XING OF UPRR (HOLLADAY STREET) Contract No. 9668 Prefix: 26-1033 Week Ending: 8-2-84

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
7-29-84 SUNDAY	No Activity this week - Project was completed May 16, 1984.
7-30-84 MONDAY	
7-31-84 TUESDAY	
8-1-84 WEDNESDAY	
8-2-84 THURSDAY	
7-27-84 FRIDAY	
7-28-84 SATURDAY	
REMARKS	
Project completed May 16, 1984. Semi-Final report to be submitted August 10, 1984.  SIGNED <u>Jarard G. Richardson</u> LOCATION <u>Portland</u> JARARD G. RICHARDSON, Project Manager	

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

rll U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL AID PROJECT NO. IX-68 (LRT)							
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See Below							
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. -----	2A. COUNTY NAME Multnomah							
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon									
7. DATE AUTHORIZATION EFFECTIVE 5/11/84	8. FEDERAL ROUTE NUMBER Primary 68	9. STATE ROUTE NUMBER Primary 2							
10. GENERAL LOCATION: LRT O'Xing of UPRR (Holladay Street)									
11. GENERAL DESCRIPTION OF WORK Build approximately 100 feet of asphalt drainage curb									
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS ☐ OTHER (Specify)									
13. REMARKS Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5/11/84 as requested in Mr. Fredrickson's letter of 6/21/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of \$250; Federal Funds \$220.									
14. DATE 6/27/84		15. SIGNATURE OF APPROVING OFFICIAL 							
16. TITLE for Division Administrator		RECEIVED STATE HWY ENGR JUL 2 '84 REFER TO <i>Pittler</i> FOR <table border="1" style="width: 100%; font-size: 8px;"> <tr> <td>Info</td> <td>Inves</td> <td>R/D</td> <td>D/R</td> <td>Sign</td> <td>Act</td> <td>File</td> </tr> </table>	Info	Inves	R/D	D/R	Sign	Act	File
Info	Inves	R/D	D/R	Sign	Act	File			

May 21, 1984

S. J. Groves & Sons Company
P.O. Box 1267
Minneapolis, MN 55440

CON

Time Extension Request
L R T Overcrossing of UPRR (Holladay St.)
Contract No. 9668
FAP No. UMTA-OR-23-9001

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional nine calendar days is granted due to the added roadside seeding and mulching work performed under Price Agreement No. 10.

The adjusted contract time for completion of this project is 309 calendar days.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

OBJ:cb sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
J. G. Richardson w/att.
FHWA w/att.
Bruce Walton



STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. FREDRICKSON
Construction Engineer

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: LRT Overcrossing UPRR (Holladay Street)
Columbia River Hwy
Contract No. 9668

DATE: May 8, 1984

Enclosed find a request from the contractor for additional time in which to complete work on the subject project without assessment of liquidated damages. Price Agreement #10 was written to provide roadside seeding and mulching; it's just now being processed. Time runs out on the contract May 6. The additional nine days requested are recommended in order to give the contractor time to arrange for the seeding and mulching and get mobilized to perform that work. The seeding and mulching is considered necessary as an erosion control measure and it needs to be completed this Spring to be effective by the time the Fall rains arrive.

5-15-84

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 9 C.D. due to the performance of added seeding and mulching work done under P. A. #10.

sly
Enclosures

O. B. Jackman

CE.....CAE.....RECEIVED LS..... TC.....
COE.....CM..... SA..... CC.....
CA..... MAY 9 1984 FE.....
CAM..... MA.....
CP..... CONSTRUCTION QCS.....
LEO..... SECTION FILE.....



STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: ☒ Robert Gormsen
Commission Services

DATE: October 13, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: L.R.T. O'xing of UPRR (Holladay St.)
Columbia River Highway
Contract No. 9668
ODOT Agreement RR-1043
Project No. UMTA-OR-23-9001

RAILROAD COMPANIES
FILE No. 1043

Attached is the State's fully-executed counterpart of an agreement relating to the temporary haul road requested by our contractor on the subject project. Ultimately, all costs relating to this crossing will be paid for by the contractor.

RDT/11r
Attachment

cc: D. E. Wilken, FHWA - w/copy
C. T. Keasey - w/copy
V. E. Skoog - w/copy
E. L. Hardt - w/copy
Jerard Richardson - w/copy

NOTE TO RICHARDSON: Before beginning construction, we are to notify the Roadmaster of the Union Pacific Railroad Co., P.O. Box 8960, Portland, OR 97508, phone 249-2534.

10-17-83
noted on agree
book pg 36
R

July 12, 1983

S. J. Groves & Sons Company
2255 - 116th Ave., NE
Bellevue, WA 98004

CON 5

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9668 for work on the L.R.T. Overcrossing of UPRR (Holladay St.) Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bk

Enclosure

cc: The American Insurance Company
Attn: Fidelity & Surety Dept.
121 SW Salmon St., Suite 900
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
Robert Church
Janice Peterson
E. L. Hardt
Jerry Richardson

S. J. Groves & Sons Company

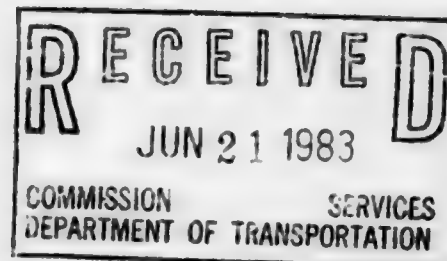
POTENTIAL MINORITY-OWNED MBE FIRMS

<u>FIRM</u>	<u>BID ITEMS</u>	<u>DOLLAR VALUE</u>
Smith & Bear, Inc. 425 W. Lockart Coos Bay, OR 97420	(Various) Trucking	\$ 21,000.00

POTENTIAL WOMAN-OWNED MBE FIRMS

<u>FIRM</u>	<u>BID ITEMS</u>	<u>DOLLAR VALUE</u>
Versa-Steel, Inc. 3601 N. W. Yeon Avenue P. O. Box 10551 Portland, OR 97210	34-36 Supply of Structural Steel Falsework	\$ 55,000.00 *

* Twenty percent (20%) to apply toward goal



cc Kay Turner

S. J. Groves & Sons Company

CONTRACTORS AND ENGINEERS

Address reply to:

E & C West Headquarters
2255 - 116th Avenue N.E.
Bellevue, WA 98004

Telephone 206/455-1070
Telex No. 32-1119

Executive offices:

10,000 Highway 55 West
Minneapolis, MN
WA I.D. SJG ROS-339LE

Certified P493 172 438
Return Receipt Requested

July 1, 1983

OREGON TRANSPORTATION COMMISSION
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

Re; Contract No. 9668
L.R.T. Crossing of UPRR (Holladay Street)
Contract Documents

Attn: Robert W. Gormsen
Commission Services

Gentlemen or Ladies:

Per your letter of June 29, 1983, enclosed herewith are the following documents relating to Contract No. 9668:

1. Two sets of the bound contract with the following forms executed by us:
 - a) Section III, Contract, executed by our Mr. Pullar.
 - b) Certified Copy of S. J. Groves' Corporate Resolution showing Mr. Pullar's authority to sign.
 - c) Executed Section IV, Bond. Power of Attorney from the American Insurance Company for W. J. McCoy to execute.
 - d) Executed Certification of Workers' Compensation coverage.
2. Original and two copies of Insurance Certificates as required by Specification No. 107.21. Note the attached endorsement naming additional named insured includes Tri-Met. The specifications do not spell out Tri-Met, but per phone conversation with your Mr. Jarard Richardson we determined they should also be named.

S. J. Groves & Sons Company

Oregon Transportation Commission

Re: Contract No. 9668

Contract Documents

Page 2

3. Railroad Insurance:

a) "Contractor's Public Liability and Property Damage Liability", "Contractor's Protective Public Liability and Property Damage Liability", original and two (2) sets of Insurance Certificates for the Union Pacific Railroad Company as required by Specification No. 107.24.

b) These certificates are evidence of coverages for both Nos. 1 and 2 of No. 107.24.

c) Original and three (3) Certified Copies of the executed "Railroad Protective Public Liability and Property Damage Liability Insurance" policies for the Union Pacific Railroad Company.

d) Certified copies of the executed policies for specified coverages stated in No. 3a above are in the process of being issued and will be forwarded when received.

We trust these documents are in order and will anticipate receiving a fully-executed copy of the Contract No. 9668 from the Department of Transportation.

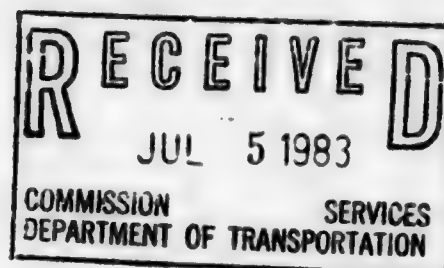
Very truly yours,

R. E. Wolfe

R. E. Wolfe
Assistant Secretary/Treasurer

REW:jy
Encl. As stated

cc: Project Job Files





STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO

Telephone: 238-8226

Date: March 22, 1983

TO: J. H. VERSTEEG, Road Design Engineer
W. J. HART, Bridge Engineer

File No: 26-1959 (350)

FROM: ROBERT A. SANDMANN
Project Engineer

SUBJECT: Holladay Street (16th Avenue) LR Structure
Banfield Transitway Project

The subject structure does not appear on the contract letting schedule. Until recently the structure was to have been included in a Tri-Met contract. Tri-Met now informs me that they do not want to include the structure in their contract but wants the state to administer the contract for construction.

Therefore, it now becomes necessary to place the subject structure on the contract-letting schedule. To meet current transitway project schedules, the structure should be scheduled for a bid opening of June 30, 1983. Completion should be set for October 1, 1984.

ebg

xc: E. S. Hunter ✓
E. L. Hardt
A. C. Harwood

RECEIVED TECHNICAL SERVICES						
MAR 23 '83						
REFER TO						
FOR						
Info	Inves	R/D	U.R.	DES	AGT	File

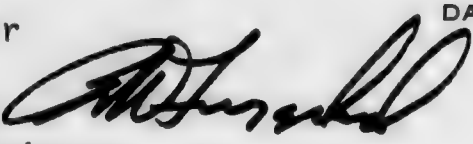


STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: June 2, 1982

FROM: Roger D. Trygstad, PE 
Railroad & Utility Engineer

SUBJECT: SXF 1316
Crossing No. 43A- (To be assigned at
a later date)

Attached is a copy of Order No. 82-399 issued by the Public
Utility Commissioner on May 28, 1982, relative to the above
subject matter.

RDT/11r

Attachment

cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2) - Please give copy to Project Manager
M. Payne
J. L. Sollis
W. J. Hart

RECEIVED STATE HWY ENGR						
JUL 2 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

ORDER NO. 82-399

ENTERED May 28, 1982

PUC CROSSING NO. 43A-
(To be assigned at a
later date)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1316

In the Matter of the Application)
of the State of Oregon, by and)
through its Department of Trans-)
portation, Highway Division, for)
the authority, pursuant to)
ORS 763.040, to construct a)
separated crossing of Tri-County)
Metropolitan Transit District)
light rail (NE Holladay Street))
and Oregon-Washington Railroad)
and Navigation Company and its)
lessee Union Pacific Railroad)
Company, Main Line, and)
NE 16th Drive, in Portland,)
Multnomah County, Oregon.)

ORDER

On January 18, 1982, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct a structure to carry the double tracks of the Tri-County Metropolitan Transportation District (Tri-Met), Banfield Light Rail Line, above an existing street, NE 16th Drive, under jurisdiction of the City of Portland, in Portland, Multnomah County, Oregon.

This application was filed under ORS 763.040 which relates to construction of new railroad-highway separated crossings. The railroad in this case is Tri-Met and the highway is NE 16th Drive. It is also recognized that this new separated crossing structure will cross over the existing Union Pacific main line (Graham Line). The Commissioner has received informal advice from the Attorney General that no specific authority is required for one railroad to cross over another at separated grades. The only concern of the Commissioner in this case, with respect to the railroad-railroad crossing, is that there be no impairment to standard railroad clearance with regard to the Union Pacific trackage. Therefore, a provision to this effect is being inserted in this order.

Comments and recommendations on the application were made by various parties as follows: PUC staff, by letters dated February 12 and April 14, 1982, and Union Pacific Railroad Company, by letter dated April 7, 1982.

Copies of the application were duly served on Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company; Tri-County Metropolitan Transit District; Multnomah County; City of Portland; and applicant. No objection by any party has been made to the granting of the application.

Tri-Met is constructing a double track light rail line between Portland and Gresham. This line will utilize the Sullivan's Gulch area, paralleling the Union Pacific main line (via Graham) to the south from a point just easterly of NE 16th Drive to I-205, approximately 4.5 miles to the east. At the proposed undercrossing of 16th Drive, the rail line will be on a structure which will cross over both NE 16th Drive and the railroad's trackage. The structure will be constructed by applicant.

The structure is to be 378 feet in length and 31 feet 3 inches in width. It will be a continuous prestressed concrete box girder-type structure. The structure will lie immediately to the north of and basically parallel to the existing Holladay Street off-ramp from the Banfield Freeway, I-84.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. Authority to construct the undercrossing structure as requested herein is hereby granted upon the condition that the physical construction of the separated crossing must be substantially in progress within two years from the effective date of this order. If this condition is not met, then the authority expires on that date.

2. Applicant shall:

- a. Construct an undercrossing structure 31 feet 3 inches in width and 378 feet in length as shown in Oregon Department of Transportation drawing No. 36387 dated October 1981, and bear all the cost thereof;
- b. Construct the overcrossing structure with 18-foot side clearances, as specified by Union Pacific Railroad Company;
- c. Provide space for drainage through the structure, unless the proposed storm sewer installation will handle storm run-off water along both sides of Union Pacific Railroad Company's tracks;
- d. Notify the Union Pacific Railroad Company's Superintendent of Transportation and Chief Engineer 30 days in advance of any temporary impairment of Commissioner's standard railroad clearances, provide the expected duration of temporary impairment, and notify said individuals when the temporary impairment is removed; and
- e. Notify the Commissioner upon completion of the project.

3. Tri-County Metropolitan Transit District shall:

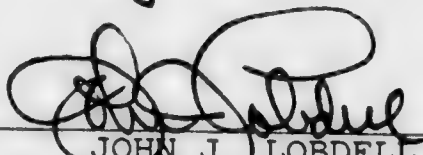
- a. Maintain the undercrossing structure, including the bearing assemblies, and bear all the cost thereof;
- b. Maintain all highway appurtenances to the undercrossing structure and bear all the cost thereof; and
- c. Bear all the cost of damage to the undercrossing structure caused by motor vehicle traffic on NE 16th Drive.

ORDER NO. 82-399

Upon completion of the construction of the under-crossing structure, it shall have horizontal and vertical clearances, with respect to Union Pacific trackage, which are equal to, or in excess of, those required by the Public Utility Commissioner.

Made, entered, and effective May 28, 1982.





JOHN J. LOBDELL
Public Utility Commissioner

wr/2321W



Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 8, 1982

In Reply Refer to
File No.:

DES 23
16543

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

L. L. Wallace, P.E.
Assistant Bridge Engineer

SUBJECT: Light Rail Transit Overcrossing UPRR
NE Union Avenue - 39th Avenue
Columbia River Highway (Interstate 84)
Multnomah County
BR 16543

Careful consideration has been given to the comments in your March 11, 1982, letter regarding the subject project.

It is planned to found all bents on piling for the following reasons:

1. The three-span, continuous post-tensioned box girder cannot readily accommodate differential settlement.
2. The probability of differential settlements is minimized by utilization of pile bents throughout the structure. It is important that the unusually heavy live loads do not cause any settlement which would impair the riding quality of the light rail vehicles.

LLW:jrb

cc: E. S. Hunter
D. H. Moehring

RECEIVED TECHNICAL SERVICES						
APR 9 '82						
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FOR						
Info	Inv	R/D	D/R	Sup	Asst	File



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-) LRT
Bridge No. 16543, NE. Holladay Street
Banfield Transitway

Date: March 11, 1982

From: Division Administration

Reply to
Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Hart's submittal of January 11, 1982, for the above LRT Overcrossing of the UPPR at Holladay Street. The post-tensioned concrete box girder is an acceptable structure type.

Pile foundations at bents 1 and 2 seem to be the best selection of foundation types. The preboring before pile driving to 3' below the sewer at bent 2 as recommended by your foundation people is a desirable requirement.

The foundation report at bent 3 suggests the possible selection of spread footings. At bent 3 it might be possible to obtain bearing for a spread footing at elevation 65. A spread footing at bent 4 also might be an acceptable alternate. The elevation for this footing might be 100, however, a reduced bearing (3-4 T/sq.ft.) should be studied.

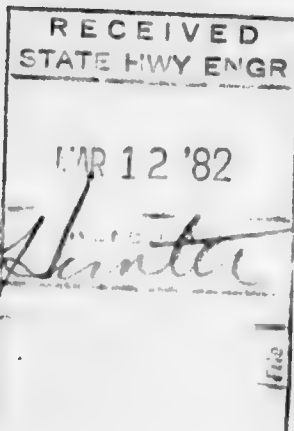
Please consider these comments in your preparation of plans.

We approve the preliminary plans subject to the above considerations.

cc:
OSHD (W J Hart, Br)

[Signature]
Dale E. Wilken

MAR 12 1982



NOTED
E. S. HUNTER

ag. Hart
Als handle.
ESH
3-16-82



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ROW 18-2

January 14, 1982

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Applications
Banfield Transitway
City of Portland
Multnomah County

NOTED
H.S. COULTER

Dear Dave:

Attached is an original and nine copies of two PUC Applications relating to the Banfield Transitway. One is for authority to construct the 43rd Ave. off-ramp which will replace 42nd Ave. off-ramp. The other application is for the Holliday St. LRT overcrossing.

Cordially,

Roger D. Trygstad, P.E.
Railroad & Utility Engineer

RDT/11r

cc: H. S. Coulter - w/att.
E. S. Hunter - w/att.
Bob Bothman - w/att.
Walt Hart - w/att.
Ed Hardt - w/att.
C. T. Keasey - w/att.
D. E. Swan - w/att.
J. L. Sollis - w/att.

RECEIVED						
STATE HWY ENGR						
JAN 18 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

PUC Docket No. SXF _____

PUC Crossing No. New

DOT-AAR Crossing No. None

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763. 040 _____, to
(020/030/040)

construct a separated crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of NE Holliday Street LRT Overcrossing
(name of street or highway)

and Union Pacific Railroad Company, Main Line
(name of railroad company)

(name of railroad main or branch line or other trackage)

in Portland, Multnomah County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: \$ _____

☒ Federal-Aid Highway System funds.*
Interstate Transfer Transit Funds

☐ Other Federal Funds.*

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

- (1) ☐ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.
- (2) ☐ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.
- (3) ☒ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a) (1), and 11 (b) (1).
- (4) ☐ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a) (1), and 11 (b) (1).
- (5) ☐ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.
- (6) ☐ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.
- (7) ☐ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a) (1) and (b) (1).
- (8) ☐ Alteration of an existing separated crossing. Answer: Sec. I, III and V.
- (9) ☐ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)
- (10) ☐ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)
- (11) ☐ Addition of protective devices at an existing crossing.
- (12) ☐ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)
- (13) ☐ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.
- (14) ☐ Other (please specify) _____

Note: In the application where the word "highway" is used, it applies to the LRT tracks of Tri-Met.

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Walter J. Hart, 378-6551

2. Statutory authority under which this application is made: ORS 763.040
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 1.53

b. City Portland

c. Nearest railroad station Portland

d. County Multnomah

e. The proposed project is to be in the SW 1/4 of the NE 1/4 of
Section 35, Township 1N, Range 1E, W. M.

4. a. Name of public highway involved in this project:

Portland Metro Light Rail Transit Line

b. Name of public authority with jurisdiction over this highway:

Tri-County Metropolitan Transportation District of Oregon (Tri-Met)

5. Name of railroad involved in this project: Union Pacific Railroad Company

Mainline

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Company

b. Tri-Met, 4012 SE 17th Ave., Portland, OR 97202 Attn: John Post.

c. Multnomah County Public Works Div., 2115 SE Morrison, Portland, OR 97204

d. City of Portland, Bureau of Streets & Structures, 621 SW Alder St., Portland, OR 972

e. City of Portland, Water Bureau, 1800 SW 6th St., Portland, OR 97201

f. Oregon Department of Transportation, Highway Division, Transportation Bldg, Salem, OR 97310

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

Construct a 378'-0" long by 31'-3" wide continuous post-tensioned concrete
box girder structure carrying two tracks for the Tri-Met LRT over the Union
Pacific Railroad and NE 16th Drive.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general
welfare? Yes
(yes/no)

b. If yes, why? To separate the movements of the new Tri-Met LRT from those of
the Union Pacific Railroad Company.

9. Is the crossing involved (to be) a separated crossing? Yes
(yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? _____ (yes/no)

If no, why not? _____

11. Physical description of the crossing:

a. The Highway

(1) Alignment —Describe the highway alignment for 500 feet on each approach, both before and after the project:

(2) *Width—The highway is 0 feet wide at the crossing at present; after completion of the project, it will be _____ feet wide at the crossing; consisting (from _____ (N or E) to _____) of: Not Applicable
(S or W)

At present—

Shoulder** of _____ feet
_____ lane(s) at _____ ft. ea.
Median of _____ feet
_____ lane(s) at _____ ft. ea.
Shoulder of _____ feet

After completion—

Shoulder of _____ feet
_____ lane(s) at _____ ft. ea.
Median of _____ feet
_____ lane(s) at _____ ft. ea.
Shoulder of _____ feet

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface—

	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	_____	_____
Type of surface of traveled way:		
on approaches	_____	_____
at crossing	_____	_____
Type of surface on shoulders;	_____	_____
Condition of surface:		
on approaches	_____	_____
at crossing	_____	_____
Is highway curbed on the approaches?	_____	_____
Is there one or more sidewalks at this crossing?	_____	_____

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

(4) Gradient, going toward crossing on—

	At present:	After completion:
_____ approach (N or E)	+ _____%	+ _____%
_____ approach (S or W)	+ _____%	+ _____%

(5) Nearest public roadway intersection on each approach—

(a) _____ approach: _____ ft; ADT _____
(N or E)

(b) _____ approach: _____ ft; ADT _____
(S or W)

Name of road or highway:

(a) _____

(b) _____

Public authority with jurisdiction over road or highway:

(a) _____

(b) _____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter—see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) _____; (b) _____
(yes/no) (yes/no)

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

- (6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

- b. Are all the devices to remain up to current standards?

b. The Railroad

At present:

After completion:

- (1) Number of tracks—

1

1

Name of each track from _____ to _____:
(N or E) (S or W)

Mainline

- (2) Angle of intersection— ° °

If more than one track-highway angle exists, please give details below, track by track:

- (3) Alignment—Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

(4) Nearest switch--

_____ of crossing:
(N or E)

At present: _____ ft.

After completion: _____ ft.

_____ of crossing:
(S or W)

_____ ft.

_____ ft.

12. Use of the crossing:

a. The Highway -Track Facility

(1) Average daily traffic volume--

At present: 0; After completion 424;

(2) Speed of vehicles (estimated 85th percentile speed)--

At SSD* from crossing
on _____ approach:
(N or E)

At present: _____ mph

Expected
after completion

_____ mph

on _____ approach:
(S or W)

_____ mph

_____ mph

At crossing:

_____ mph

_____ mph

Posted speed limit
on approaches:

_____ mph

_____ mph

(3) Direction of traffic flow:

_____ (N & S, etc.)

b. The Railroad

(1) Train movements--
(avg. per day)

Freight trains:

At present: 16

Expected
after completion: 16

Switching movements:

Passenger trains:

2

2

(2) Speed of trains--

Maximum allowable:

_____ mph

_____ mph

Typical:

_____ mph

_____ mph

Slowest Normal:

_____ mph

_____ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx.
18 feet from edge of nearest
rail) on the . . .

The motor vehicle operator
can see along the railroad
. . .

_____ approach:
(N or E)

_____ ft. to right; _____ ft. to left

_____ approach:
(S or W)

_____ ft. to right; _____ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

- (2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

_____ approach:
(N or E)

_____ ft. to right; _____ ft. to left

_____ approach:
(S or W)

_____ ft. to right; _____ ft. to left

If these sight distances will be changed on completion of the project, please explain below:

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices—

- (1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

_____ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

- (2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? _____
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

SECTION III. Separated Crossings

21. At the crossing, the highway will be above the railroad tracks.
(above/below)

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?
(yes/no)

If no, please give reasons why attenuators are not necessary:

N/A

22. Who will construct the structure?

Oregon Department of Transportation-Highway Division

23. Who will pay for such construction?

<u>Name of Party</u>	<u>Percent of Cost</u>
<u>Oregon Department of Transportation-Highway Division</u>	<u>100%</u>
_____	_____
_____	_____

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Tri-Met

b. All highway appurtenances: Tri-Met

c. Above the bottom of the beams plus the beam-bearing assemblies:

Tri-Met

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Tri-Met

b. All highway appurtenances: Tri-Met

c. Above the bottom of the beams plus the beam-bearing assemblies:

Tri-Met

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

On NE 16th Place - Tri-Met

27. Is a temporary impairment standard clearance on the railroad necessary during the construction period? Yes
(yes/no)

If so, describe (and attach complete drawing): Vertical clearance will be reduced to 21'-0"
Horizontal clearance will be 9'-6" on right side of tracks and 18'-0" on left
side. See Dwg. No. 36387.

28. Is a temporary crossing at grade necessary during the construction period? No
(yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: _____.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

SECTION V. -- (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No
(yes/no)

If yes, list and explain: _____

If no, explain why not: None in vicinity

42. Other items of construction and cost distribution:

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes - Dwg. Nos. 36387, 35781
(yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 5, 8, 9, 10, 11, 12, 15, 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 13 day of January, 1982

H. S. Oulter
(Applicant)

James I. Lee
(Attorney)

I, H. S. Lucktree, being first duly sworn, say I am the
applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

[Signature]

STATE OF OREGON)

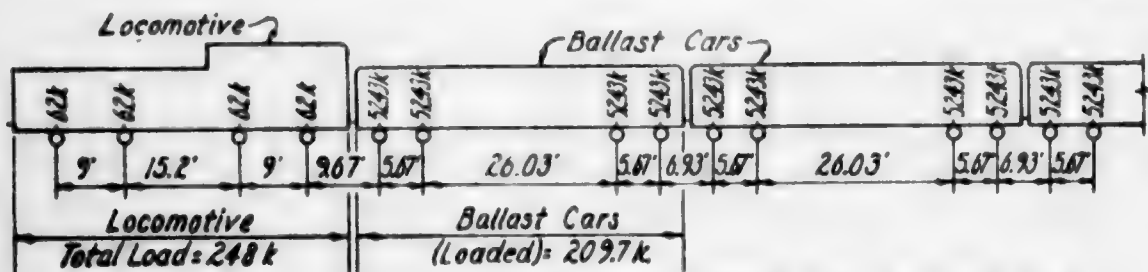
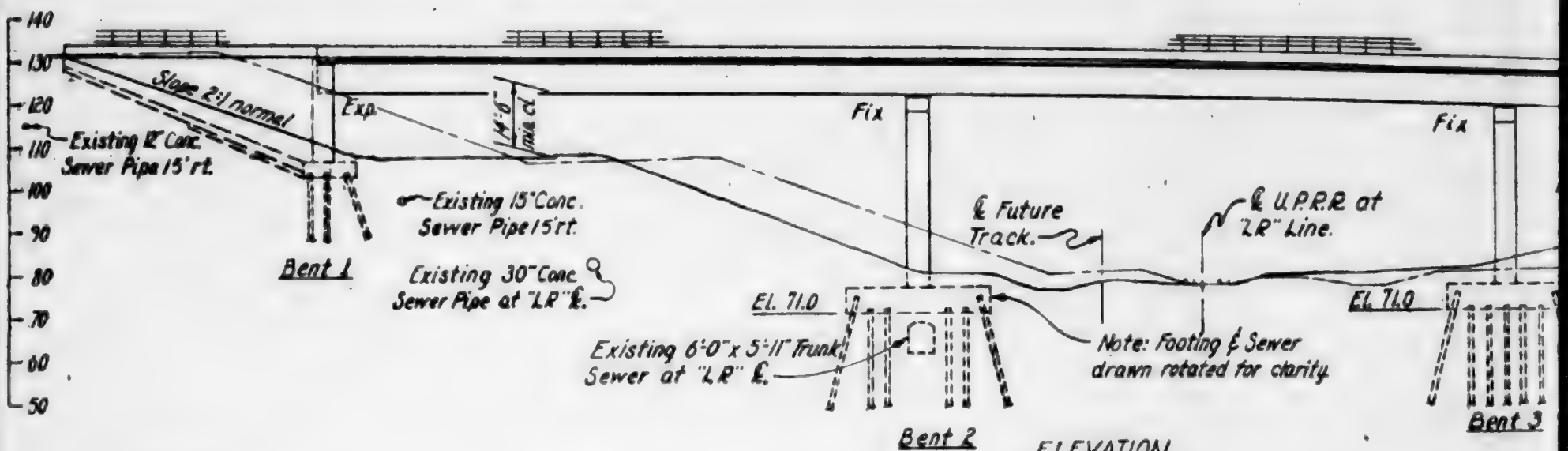
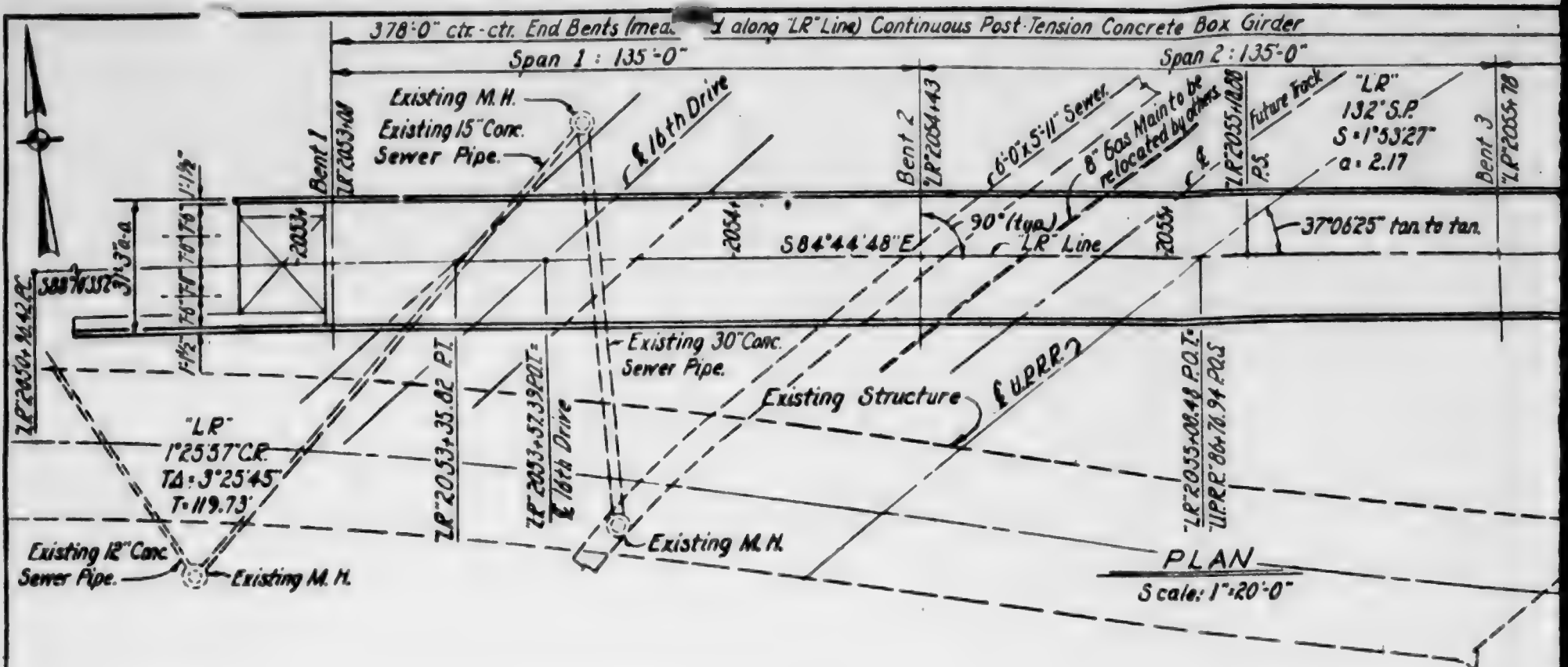
) ss.

County of)

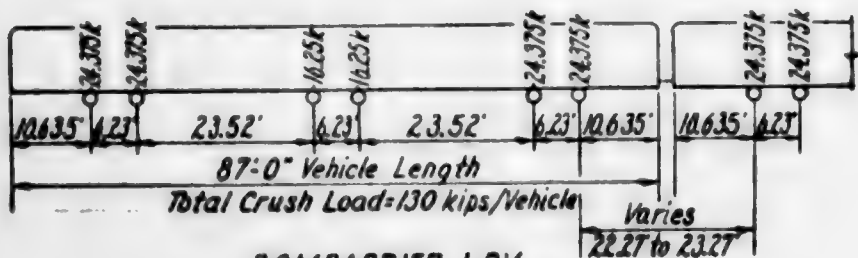
Subscribed and sworn to before me this 13th day of January, 1982.

[Signature]
(Notary Public for Oregon)

My Commission Expires: 12-18-84

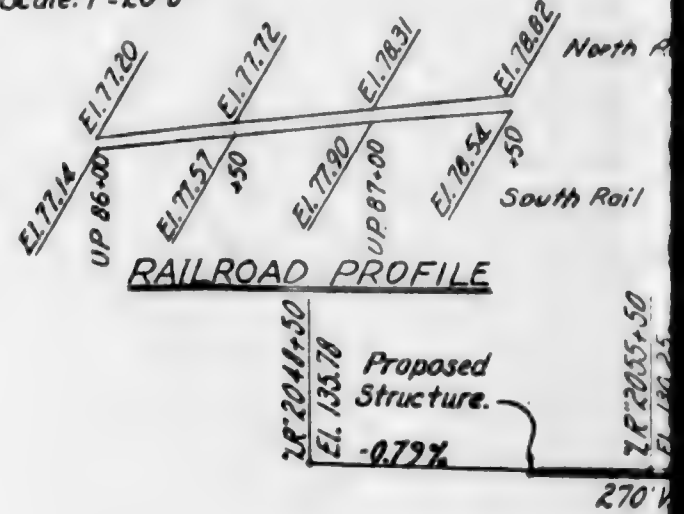


MAINTENANCE LOCOMOTIVE AND BALLAST CAR

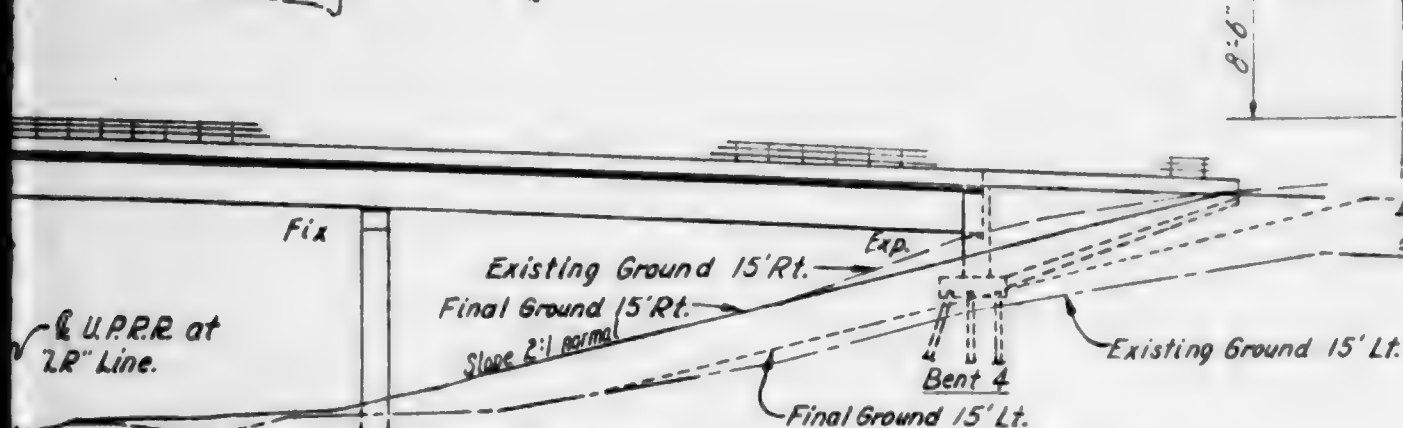
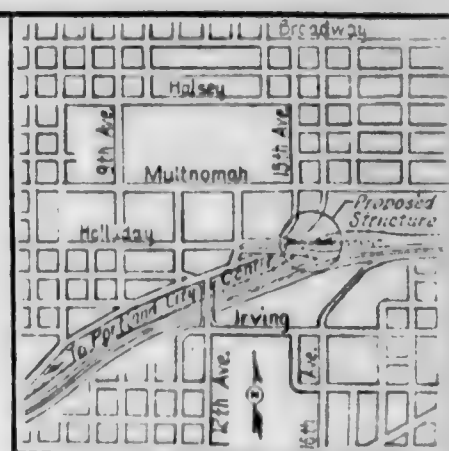


BOMBARDIER LRV LOADING DIAGRAMS

No Scale



"LR" C No (Top of L



Existing 16" Water Main

Final clearances

Construction clearances

Top of rail

Future off track maintenance road.

8'-6" R

8'-6" R

15'-6"

21'-0"

24'-0"

16'-0"

15'-0"

24'-0"

Future Track

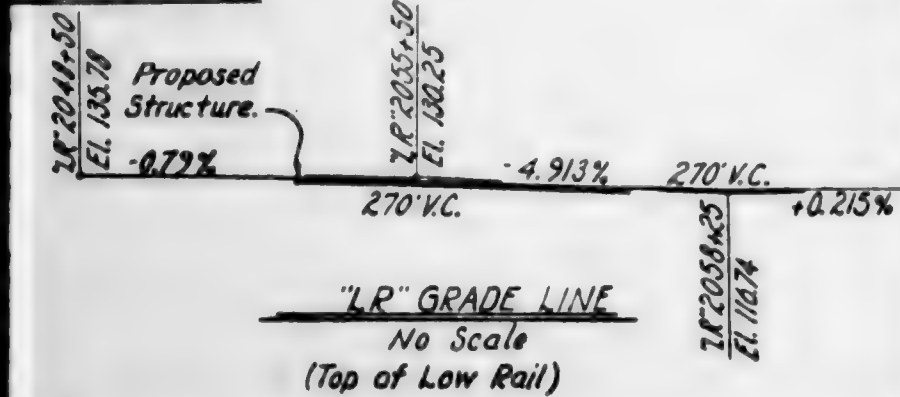
Existing track

RAILROAD CLEARANCE DIAGRAM

TYPICAL Scale

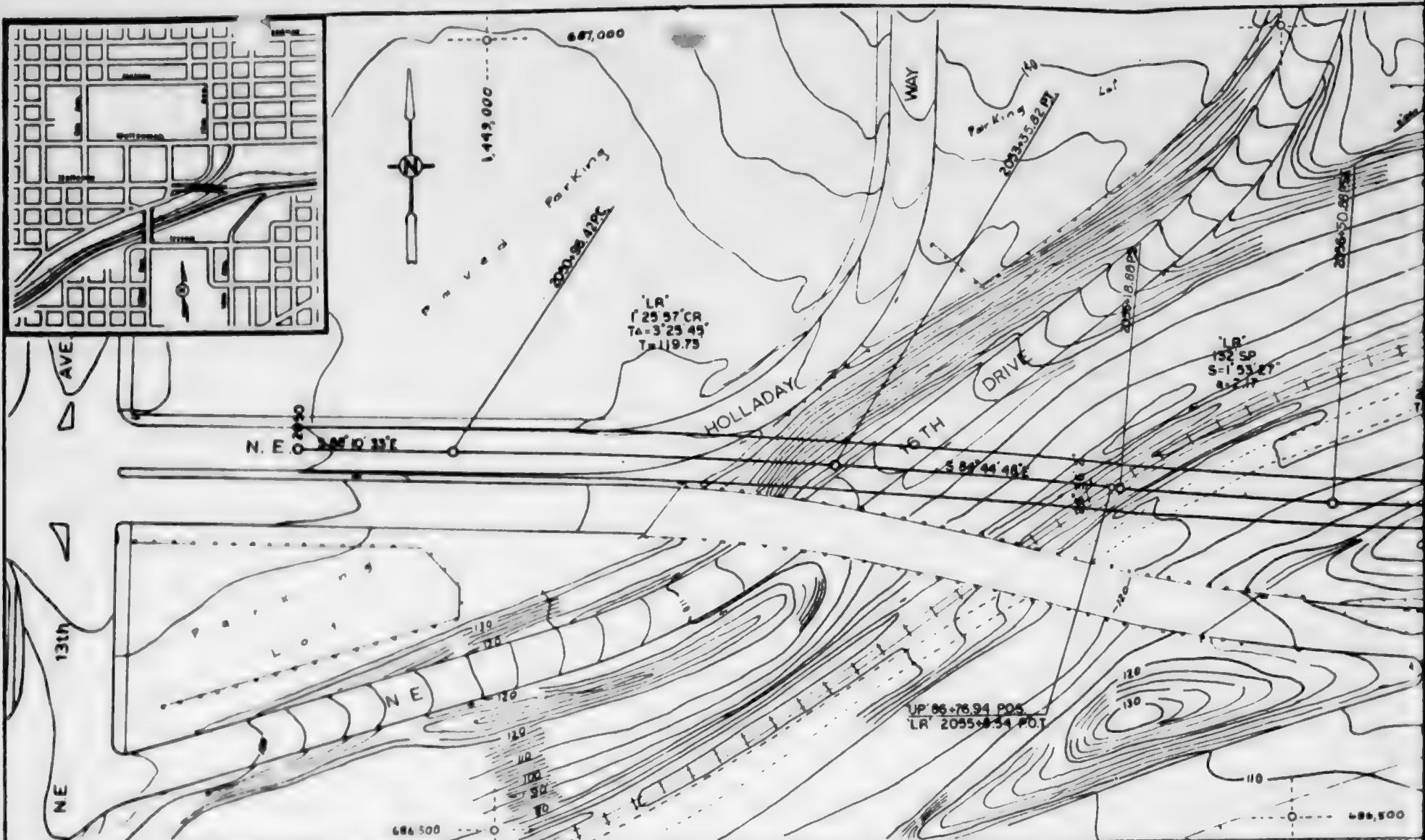
TYPICAL SECTION

Scale: $\frac{3}{16}'' = 1'-0''$

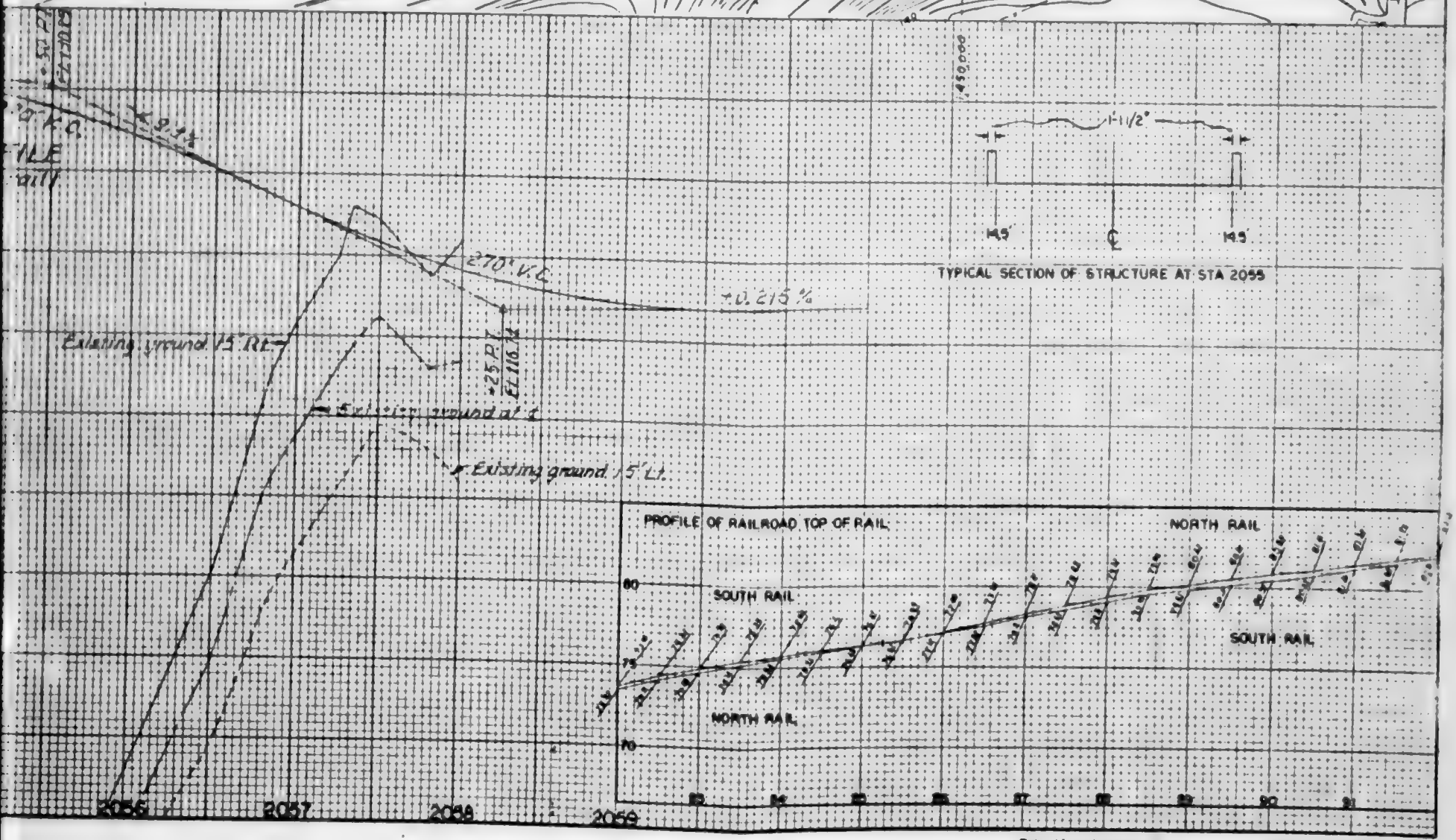
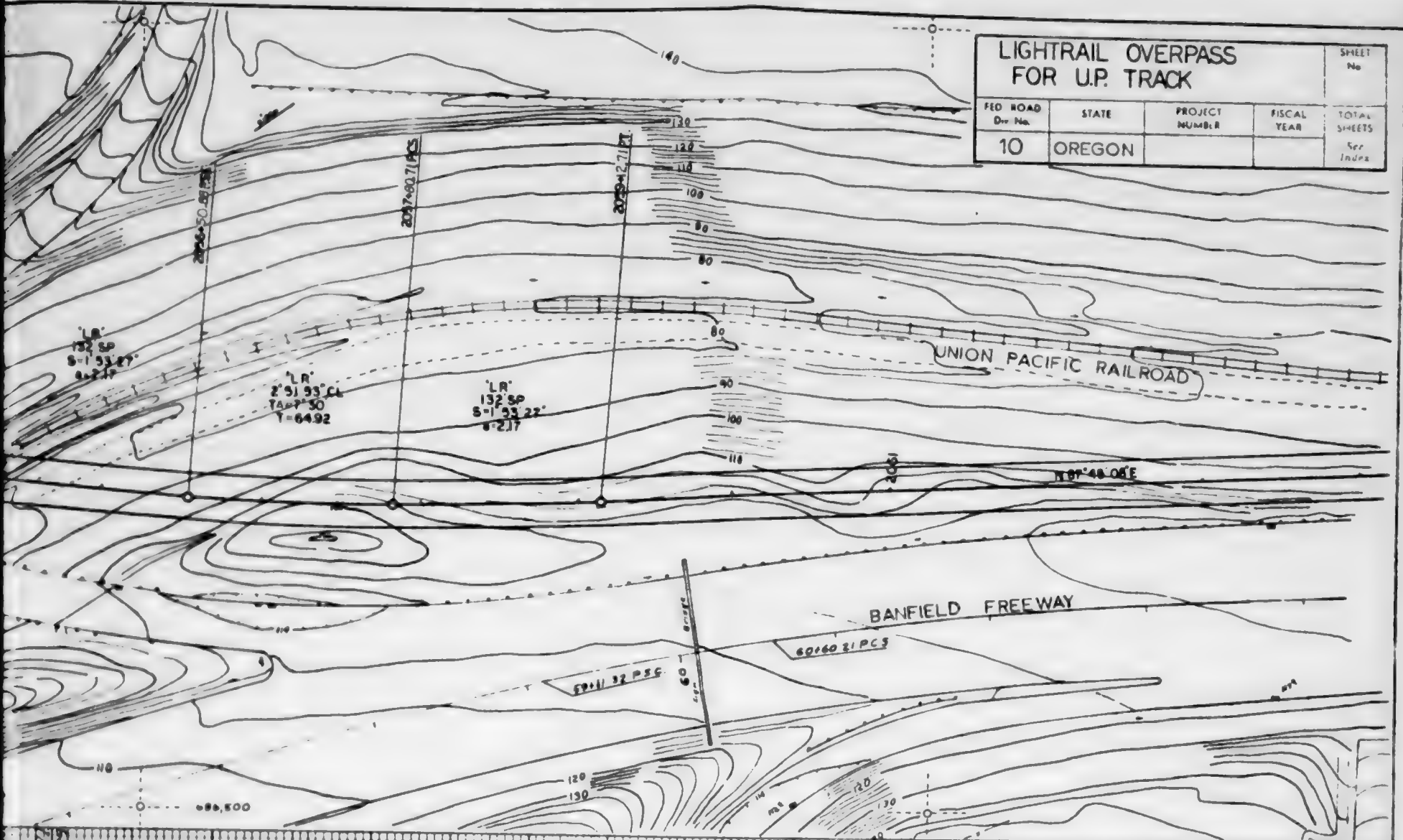


"LR" GRADE LINE
No Scale
(Top of Low Rail)

APPROVED.	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION	
STRUCTURAL DESIGN ENGINEER	LIGHT RAIL TRANSIT CROSSING OF U.P.R.R.	
TECHNICAL SERVICES ENGINEER	NE UNION AVE. ~ NE 39TH AVE. SECTION	
DESIGNED <i>T.E.A.</i>	COLUMBIA RIVER HIGHWAY (I-84) MULTNOMAH COUNTY	
DRAWN <i>T.H.</i>	P.U.C. PLAN AND ELEVATION	
CHECKED	ACCOMPANIED BY DWGS.	
REVIEWED	DATE <i>October 1981</i>	
REVIEWED	SHEET <i>1</i> OF	
CALC BOOK	BRIDGE NO. <i>16543</i>	
DATE	DRAWING NO. <i>36387</i>	
REVISION		



LIGHTRAIL OVERPASS FOR U.P. TRACK				SHEET No.
FED. ROAD Dist. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



BR# 16543 DR# 35781



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 11, 1982

In Reply Refer to
File No.:

DES 23
16543

TO: Dale E. Wilkens, Division Administrator
Federal Highway Administration

FROM:

Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Light Rail Transit Overcrossing UPRR
NE Union Avenue-39th Avenue
Columbia River Highway (Interstate 84)
Multnomah County
BR 16543

NOTED
E. S. HUNTER

RECEIVED TECHNICAL SERVICES							
JAN 12 '82							
REFER TO							
FOR							
Info	Inv	R/D	D/R	Sign	Act	File	

Enclosed are five reduced prints of Drawings 36387 and 35781 which are the preliminary plan and elevations and vicinity maps for the subject structure. Copies of the foundation report will be forwarded when it becomes available.

The Light Rail Transit structure is adjacent to the existing Holliday Street off ramp and carries the Light Rail trackway from along side the Banfield westbound lanes, over the UPRR tracks on to the city street grid as it approaches the Steel Bridge to cross the Willamette River. The 29'-0" width is established to meet the requirements of Tri-Met of Portland. Alignment and grades are as required to accomplish the crossing with appropriate clearances. The structure is of the same design cross section as the Light Rail structure in the Banfield-Interstate 205 Interchange previously submitted to you.

Estimated costs, based on approximate quantities and including an allowance for engineering and contingencies are \$1,312,000 for the LRT structure.

We request your approval of these preliminary plans.

WJH:jrb
Enclosures

cc: ☒ E. S. Hunter
D. H. Moehring
J. H. Versteeg /w/ 1 set

R. N. Bothman /w/ 2 sets
E. L. Hardt /w/ 1
R. A. Sandmann /w/ 6 sets

1983 Sandy River-Mitchell Pt. 9669
Sec., Columbia R. Hwy. E. of
Troutdale. (Paving & bar) ■



U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 6	COUNTY Hood River & Multnomah	DIVISION Oregon
DATE OF REPORT 3/24/89	REPORT MADE BY Christine Canham, Highway Engineer Trainee		PROJECT NO. IR-84-2(5)15
COMPLETION DATE (Actual) 4/5/85	ACCEPTANCE DATE BY CONTRACT AGENCY October 19, 1987	TIME ELAPSED 123 %	CONTRACT TIME 365 Calendar Days
LOCATION See Below			
The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over \$500,000) A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.			
REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work. SANDY RIVER - MITCHELL POINT COLUMBIA RIVER HIGHWAY Paving and Barriers This project provided for overlaying 16.9 miles of pavement with a 2" asphalt concrete wearing course, installing concrete median barrier, and 31.0 miles of guardrail installation and adjustments. The contract was awarded to Comco Construction, Oregon Ltd. on June 23, 1983. Work began July 18, 1983 and was completed 548 days later. A time extension of 102 days was granted, which left 81 days of liquidated damages charged. The final cost of the project overran the original project estimate by 4%. An antistripping additive was added to the A.C. mix after surface erosion was noticed in the newly placed asphalt cement. The cost was \$31,500. A change to a 28" concrete median barrier increased the originally called for 27" barrier by 1-inch. The contractor placed grout under the barriers to adjust the height. He was compensated in the amount of \$69,624 for this change. A final inspection of this project was made on May 28, 1985. - CC - RECEIVED STATE HWY ENGR APR - 7 '89 ASSIGNED TO Husby FOR 4-13			
ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE 		SIGNATURE 	
TITLE Highway Engineer Trainee	DATE 4/3/89	TITLE District Engineer	DATE 4/6/89



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 5, 1987

In Reply Refer to
File No.:

**CON 5
9669**

Paul R. Meyer, P.C.
Attorney at Law
Suite 1900
900 SW Fifth Avenue
Portland, OR 97204-1228

Time Extension Appeal Meeting
Sandy River-Mitchell Point
Contract No. 9669

This is in response to your October 21, 1987, letter on behalf of the contractor, COMCO Construction Co. Oreg. Ltd., dba Salem Road and Driveway, in regard to our decision in the above matter.

We agree with the next to last sentence of the penultimate paragraph of your October 21 letter. This is precisely what was done and why the State has rejected and denied the contractor's request for additional contract time due to an alleged "late mix design".

The remaining comments contained in your October 21 letter are not consistent with the facts determined in our review of this matter. The contractor's request remains denied.

W. E. Schwartz
Assistant State Highway Engineer

bc ✓ Larry Rulien
C. O. Fredrickson
Al Harwood w/att.
Reid Meritt w/att.

OBJ:mk sl

ASSOCIATED WITH
MEYER, HABERNIGG & WYSE
ATTORNEYS AT LAW

PAUL R. MEYER, P.C.
ATTORNEY AT LAW
SUITE 1900
900 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-1228

TELEPHONE:
(503) 228-8448

October 21, 1987

Mr. W. E. Schwartz
Assistant State Highway Engineer
Department of Transportation
Highway Division
State of Oregon
Transportation Building
Salem, Oregon 97310

Re: Time Extension Appeal Meeting
Sandy River-Mitchell Point
Contract No. 9669
FAP No. IR-84-2(5)15

Dear Pat:

John Compton asked me to respond to your September 24, 1987 letter wherein you denied Comco's claim for time extension between June 15 and July 5, 1984.

The results of your review, as set forth in your letter, are partial and, in my view, inappropriate. According to my client, the State knew as early as January 1984 that a new mix design would be needed. Mr. Compton contacted the State in late May to find out where the mix design was, advising that he needed advance time in order to determine mobilization and that, because the mix design were not ready after four months, he would have to place his equipment elsewhere.

Even with Compton's urging at the end of May that the mix design promptly be furnished, there was a delay until June 22 before the revised mix design was actually furnished. No advance notice was given by the State to Comco when the mix design would be furnished, so there was no advance opportunity to arrange mobilization. When the mix design came on June 22, it was reasonable to allow at least a week to ten days for mobilization. Given the 4th of July holiday, it made sense to begin on July 5, which is precisely when Comco commenced paving.

In your letter, you placed major emphasis on Compton's advice on June 15 that his current plans were to mobilize for paving work on July 2 and to commence paving after the July 4 holiday. By placing emphasis on that, you overlooked the fact

cy
10/23
due
11/30

RECEIVED STATE HWY ENGR							
OCT 22 '87							
REFER TO <i>ackmond</i>							
FOR							
Info	Inv	Q	R	S	T	U	File

NOTED
W. E. SCHWARTZ

Mr. W. E. Schwartz
Asst. State Highway Engineer

-2-

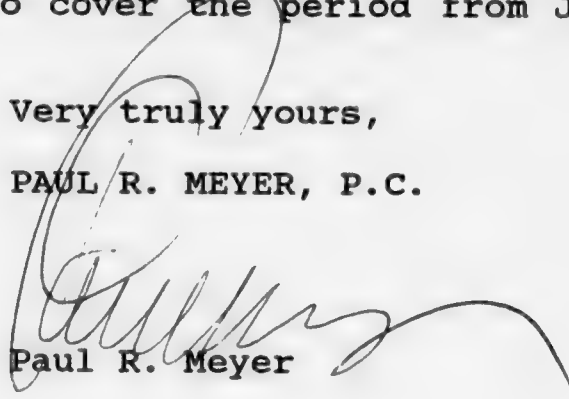
October 21, 1987

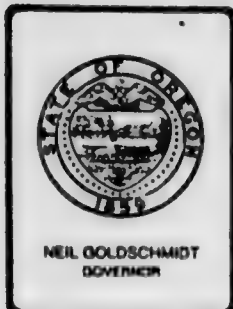
that Mr. Compton was forced to make those plans based solely upon the unexplained and unjustifiable delay in the State in failing to have provided Comco the revised mix design long before the end of May, when it became a matter of serious importance to the contractor. In essence, your letter states that the State delayed preparation of its mix design because the contractor was not going to start until a later date anyway. That puts the cart before the horse. The contractor needed the mix design to know when it could reasonably plan to mobilize. The State is not entitled to delay furnishing a mix design because it does not think the contractor will start before a certain date. The contractor has the right to determine when it will begin work in order to complete it on time; the State is obliged to furnish the specifications at the earliest reasonable time. This the State failed to do.

From the foregoing, it is obvious that the delays in furnishing the AC Mix Design was, indeed, the primary cause of this specific delay to the project, a delay which was not compensated for by an appropriate time extension. Based upon these additional facts, either unknown to you or not considered by you in your September 24, 1987 letter, we request reconsideration and a time extension for Comco to cover the period from June 15 to July 5, 1984.

Very truly yours,

PAUL R. MEYER, P.C.


Paul R. Meyer



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 24, 1987

COMCO Construction Co. Oreg. Ltd. dba
Salem Road & Driveway Company
P. O. Box 603
Salem, OR 97308

In Reply Refer to
File No.:

CON 5
9669

Re: Time Extension Appeal Meeting
Sandy River-Mitchell Point
Contract No. 9669
FAP No. IR-84-2(5)15

This is in response to our meeting with you on September 21, 1987, to review the contract time on the above project and your contention of a delay by the State in furnishing a mix design for the asphaltic concrete pavement.

Your position in the meeting was that no mix design was furnished until June 22, 1984; that this delayed your scheduling of the paving work in the 1984 season; and that a time extension from June 15, 1984, to June 22, 1984, plus one week for mobilization, should therefore be granted.

The State agreed to review the matter. The results of our review is as follows:

1. Price Agreement No. 14, issued at your request, delayed paving from April 1, 1984, to June 15, 1984.
2. You stated in our meeting that you were informed on May 30, 1984, that the "new" mix design was not to be used.
3. Your letter of June 6, 1984, stated that "We anticipate starting our paving between June 18 and June 25, 1984".
4. On June 12, 1984, the State's Project Manager telephoned your office and requested price quotes for several alternatives for aggregate rescreening and/or treatment.
5. On June 15, 1984, you telephoned the State's Project Manager and requested a meeting to review the remaining paving work, and you also advised the Project Manager that the requested price quotes for alternative aggregate processing had been determined. You

Sandy River-Mitchell Point
Contract No. 9669
Page 2

further stated that your current plans were to mobilize for the paving work on July 2, 1984, and to commence paving after the July 4 holiday. The reason given for this delay was that you had been delayed on another job by weather.

6. On June 22, 1984, you were advised by the State's Project Manager of the mix design to be used on this project.
7. On July 5, 1984, paving commenced.
8. By letter dated August 16, 1984, you requested additional contract time due to a delay in receiving a mix design. This was the first indication that the mix design had in any way delayed the project.

Based upon the above data, it is apparent that the A.C. mix design did not cause a delay to this project. The mix design was furnished to you prior to your own stated schedule for this work. Your request for additional contract time due to a late mix design is accordingly denied.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood
Reid Meritt

October 26, 1987

CON 5 - 9669

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

Contract No. 9669 awarded to Comco Const. Oreg. Ltd. dba Salem Road & Driveway Co. for work on the Sandy River-Mitchell Point Section of the Columbia River Highway in Multnomah and Hood River Counties was completed on September 24, 1987, and accepted by the State Highway Division on October 19, 1987.

Final payment in the amount of \$14,602.33 will be released to the contractor after November 2, 1987. The total contract amount is \$4,690,982.93 including \$132,375.08 for work performed under force account.

You have been previously notified of claims filed against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Comco Const. Oreg. Ltd.
dba Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Rick Kuehn



HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION)						WEEK ENDING	
Sandy River - Mitchell Point						October 10, 1987	
HIGHWAY			COUNTY			CONTRACT NO	
Columbia River			Hood River and Multnomah			09669	
CONTRACTOR			KIND OF WORK			F A PROJECT NO	
Comco Constr. Oregon Ltd.			Paving and Barriers			IR-84-2(5)15	
PROJECT AUTHORIZATION			ENGINEERING			DATE OF AWARD	
CURRENT AUTHORIZATION \$ 5,001,561.30			AUTHORIZATION \$ 361,251.69			June 23, 1983	
ESTIMATED PROJECT COST \$ 4,469,405.60			COST THIS WEEK \$ 0.00			FIRST NOTIFICATION DATE	
ESTIMATED PERCENT ~~OVER~~ /UNDERRUN 10.6 %			TOTAL TO DATE \$ 438,862.19			July 18, 1983	
PERCENT OF AUTHORIZATION 121 %			ESTIMATED DATE OF COMPLETION, OR			ESTIMATED SEMIFINAL SUBMITTAL DATE	
CONTRACT TIME UNIT			DATE OF SPECIFIED COMPLETION			SECOND NOTIFICATION DATE AND	
CD			/ /			April 5, 1985	
441			542.0			submitted 04/18/85	
0			0.0			AVERAGE FORCE ON PROJECT THIS WEEK	
0			0.0			SUPERVISORS: 0 WORKERS: 0	
0			0.0			PERCENT CONTRACT WORK COMPLETED	
0			0.0			100%	
CONTRACT STATUS		GRADING		BASE		PAVING	
ORIG. CONTRACT QUANTITIES		0		0		127,000 tn	
EST. CORRECTED QUANTITIES		0		0		117,860 tn	
EST. PERFORMED TO DATE		0		0		117,860 tn	
PERCENT PERFORMED TO DATE		0		0		100	
ACTIVITIES THIS WEEK:							
None							
PROJECT VISITORS:							
ACTIVITIES ANTICIPATED NEXT WEEK:							
PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):							
Contractor has not submitted PR-47's from all subcontractors.							
Last Weekly Report 9-24-87							
3rd Notification 10-9-87							
DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.							
PROJECT MANAGER (SIGN)							
W. Reid Meritt							

ROM RE ROE RAS FAS
RTS RECEIVED GEO
JUS OCT 17 1987 RES
SCO REGION 4 RDI
ASSIGNED



STATE OF OREGON

INTEROFFICE MEMO

FILE: C09669

TO: Marion Craft
Region Construction Engineer

DATE: August 3, 1987

FROM: *W. Reid Meritt*
W. Reid Meritt
Project Manager

SUBJECT: Time Extension
Sandy River-Mitchell Point Sec.
Columbia River Highway
Contract No. C09669

Here for your consideration is copy of letter of July 29, 1987 from John C. Compton requesting a meeting to discuss time extension on the above referenced project because of claimed delay due to lack of mix design.

As a matter of information, attached are copies of portions of my November 7, 1985 review of contractors initial request for adjustment of contract time which relate to this matter.

Please schedule a meeting or advise of other appropriate action.

cc: W.E. Schwartz w/encl.
O.B. Jackmond w/encl.
file

5

RECEIVED				
STATE HWY ENGR				
AUG 17 '87				
REFER TO				
FOR				
Info	Inves	R/D	Spec	C

Sandy River - Mitchell Point
Columbia River Highway
Multnomah & Hood River Counties
Contract No. 9669
TIME ADJUSTMENTS

page 5

DISCUSSION, EVALUATION AND RECOMMENDATIONS ON
INDIVIDUAL ITEMS OF THE CONTRACTOR'S TIME ADJUSTMENT REQUEST

**CONTRACTOR'S REQUEST ITEM NO. 1
LATE ASPHALT CONCRETE MIX DESIGN**

The contractor is requesting an increase in the number of workdays contending a delay in receiving the asphalt concrete mix design for the completion of the paving in 1984.

Because of problems encountered in the pavement placed the previous year on this project, consideration was given to a course of action which might help alleviate some of the problems. Those things under consideration were increasing the asphalt percentage, removal of fine sand from the #10 - 0 aggregates, various methods of lime treatment of the aggregates and rejection of the aggregates.

A chronicle of the major events relating to this are:

June 6, 1984 -- In answer to a request, the contractor's letter of this date advised that the year's paving operation to complete the project would begin between June 18 and June 25, 1984. An accompanying updated work schedule prepared May 20, 1984, indicated the paving operation would begin June 15, 1984.

June 12, 1984 -- A request, by telephone, was made to the contractor to submit unit prices for various methods of rescreening some of the A. C. aggregates. The contractor was also asked to submit prices for three different methods of adding lime to the aggregates.

June 15, 1984 -- A telephone request was received from John Compton and Jay Compton to setup a meeting to go over the project, specifically the paving work remaining to be done. Also, they advised that the unit prices for the various methods of lime treatment had been determined and would be mailed. The contractor also advised that wet weather had delayed the completion of the job he was presently working on and now plans to begin mobilization for this project on July 2, 1984, and would begin the paving operations after the Fourth of July holiday.

June 18, 1984 -- Received the contractor's letter of June 14, 1984, quoting unit prices for the various methods of adding lime to the aggregates.

Sandy River - Mitchell Point
Columbia River Highway
Multnomah & Hood River Counties
Contract No. 9669
TIME ADJUSTMENTS

page 6

June 22, 1984 -- A meeting was held in the Construction Office in Salem. It was decided to use the same asphalt percentage in the wearing course as designated for the base course by the mix design that was used the previous year. Mr. John Compton telephoned Mr. C. O. Fredrickson's office shortly after the meeting concluded and I advised him of the decision; the only change in the mix design was to increase the asphalt percentage in the wearing course.

July 5, 1984 -- The contractor actually began the paving operations.

By a letter of August 16, 1984, the contractor had requested 24 additional days (June 15, 1984, through July 9, 1984) because of a "...long delay in receiving acceptable mix design..." This was denied by our letter of August 23, 1984. See enclosed copies of these letters and related correspondence, labeled as Attachments 3-A through 3-D.

Discussions, meeting, etc. relating to this situation were scheduled with the contractor's latest scheduling information in mind. There was no contention or claim of delay by the contractor prior to the beginning of the paving operations.

After establishing the above chronicle of related events and evaluation of the contractor's statements and submittals, I can not justify any delay in the contractor's operations due to the lack of a mix design.

Contractor's Requested Time Adjustment	9 Days
--	--------

Recommended Contract Time Adjustment	0 Days
--------------------------------------	--------

CONTRACTOR'S REQUEST ITEM NO. 2
PRICE AGREEMENT NO. 9

Price Agreement No. 9 was for a lump sum reimbursement of additional costs claimed by a subcontractor after he encountered asphalt concrete pavement from 10 to 24 inches in depth while excavating trenches in the roadway for the installation of drainage facilities. It was established that the unit bid was based on a pavement thickness no greater than 6-inches as per information from State personnel.

The work covered by this order was done during July and August, 1983, with completion date of September 1, 1983. This was one month prior to the beginning of the paving operations and over one and one half years prior to the completion of the project.

All the above mentioned work was performed by a subcontractor.

Department of Transportation

STATE HIGHWAY DIVISION

c/o W. Reid Meritt

3313 N. E. Frontage Rd.

The Dalles, OR 97028

Project No.

File No. COI

9669

August 23, 1984

Comco Construction, Ore. Ltd
dba Salem Road & Driveway Co.
P.O. Box 805
McMinnville, OR 97128

Re: Sandy River-Mitchell Pt. Section
Columbia River Highway
Multnomah & Hood River Counties
Contract No. 9669

In answer to your letter dated August 16, 1984 concerning the addition of 24 calendar days to the contract time for this project.

Your letter dated June 6, 1984, stated paving would start between June 18 & June 25, 1984. Also your updated Work Schedule, dated May 20, 1984, shows paving starting June 25, 1984.

John Compton called our construction office on June 22, 1984, asking what a decision had been made on the Mix Design. He was advised by Reid Meritt, to use Mix Design Lab #83-15582 using Chevron A/C 4000/W with 0.5% Pave Bond additive. Paving operation did not start until July 5, 1984.

For this reason I see no justification for your request of additional time and must deny this request.

If you feel any time is warranted for any other reason please submit it along with any documentation you have to this office for consideration and processing.

Sincerely,

Daniel L. Olson

Daniel L. Olson
Asst. Project Manager

DO:cg

cc: Construction/copy of Comco letters
Metro Region/copy of Comco letters
File

Attachment 3-11



P.O. BOX 603 / SALEM, OREGON 97308 / (503) 585-5656

August 16, 1984

Department of Transportation
Highway Division
3313 NE Frontage Road
The Dalles, OR 97058

RE: Sandy River-Mitchell Point
Contract No. 9669

ATTN: Reid Meritt

Gentlemen:

Due to the long delay in receiving an acceptable mix design from the Oregon State lab, additional time should be added to the contract. We hereby request the time between June 15, 1984 and July 9, 1984 be added to the contract time. This would be an additional 24 days making the final completion date October 22, 1984.

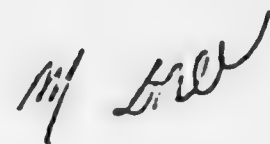
Sincerely,

COMCO CONSTRUCTION OREGON, LTD

By


Alan Hay

AH:peh



Attachment E-B

J. C. COMPTON COMPANY

Highway Construction



General Contractor

P.O. BOX 768

McMINNVILLE, OREGON 97126

June 6, 1984

Oregon State Highway Division
3313 N. E. Frontage Road
The Dalles, OR 97056

RE: OSHD Contract 9669

Attn: Reid Merritt

Gentlemen:

We noticed the sanding material on only the west end of the aboved referenced project has been swept by your maintenance crews. We are hereby requesting the sweeping of the entire project be complete by your crews prior to us beginning our paving operations. We anticipate starting our paving between June 18 & June 25, 1984.

Sincerely,

J. C. COMPTON CO.

By

Alan Hay V. P.

rdh

RE RE RE

JUN 07 1984

FILE

Attachment 3-C

3713

PAVING
25 DAYS

SANDY BARN - METRO
COLUMBIA RIVER

Send me. (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840

Bacteria, Guano Bacteria, Decomposition

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CALENDAR DAYS

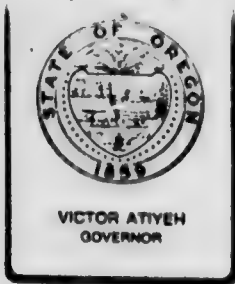
Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
1925													
1926	29	2	6	9	13	16	20	23	27	30	36	10	13

August 1

Attachment E-D

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47 109 40 100 1 8 3 0 0

CL 19 86-0274

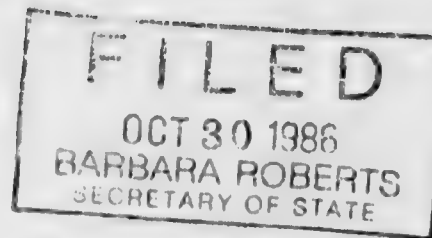


Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310
October 29, 1986

Dirt & Aggregate Interchange, Inc.
20905 NE Sandy Blvd.
Troutdale, OR 97060

Attention: Henry H. Pelfrey
President



IN REPLY REFER TO
FILE NO.: CON 5 - #9669

We have received your Notice of Claim dated October 24, 1986,
filing a claim against the following Highway Division contract.
This Notice increases the total claim amount to \$84,270.99.

FILED BY:	Dirt & Aggregate Interchange, Inc.
AMOUNT:	\$13,712.28
FOR:	Retention
AGAINST (PRIME CONTRACTOR):	Comco Const. Oreg. Ltd. dba Salem Road & Driveway Co.
CONTRACT NO.:	<u>9669</u>
PROJECT:	Sandy River-Mitchell Point Section, Columbia River Highway, Multnomah & Hood River Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

NOTED ON CARD

11-3-86:cc

Dirt & Aggregate Interchange, Inc.
October 29, 1986
Page 2

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

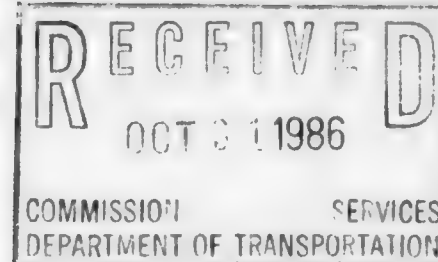
Please advise this office when your claim has been paid.

George Bell
Assistant Director

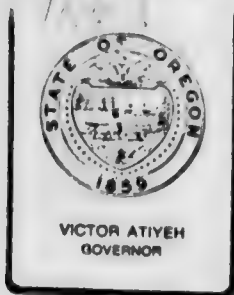
cc: Comco Const. Oreg. Ltd.
dba Salem Road & Driveway Co.
P.O. Box 603
Salem, OR 97308

United Pacific Insurance Co.
33405 8th Avenue S.
C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓
Previous claim #CL 1986-0274.



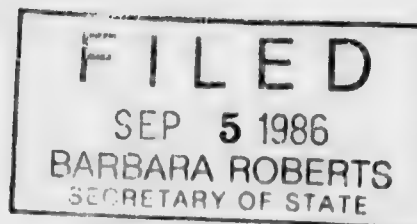
CL 1986-0274



Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 3, 1986



IN REPLY REFER TO
FILE NO.:

CON 5 - 9669

Dirt & Aggregate Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, OR 97060

Attention: Henry H. Pelfrey
President

We have received your claim letter dated August 28, 1986, against the following Highway Division contract. This amount increases the previous claim of \$49,050.00 to a new total of \$70,558.71.

FILED BY: Dirt & Aggregate Interchange, Inc.

AMOUNT: \$21,508.71 to a new total of
\$70,558.71

FOR: Labor and material

AGAINST (PRIME CONTRACTOR)

Comco Const. Oreg. Ltd. dba Salem
Road & Driveway Co.

CONTRACT NO: 9669

PROJECT: Sandy River-Mitchell Point Section,
Columbia River Highway, Multnomah
and Hood River Counties

SURETY: United Pacific Insurance Co.

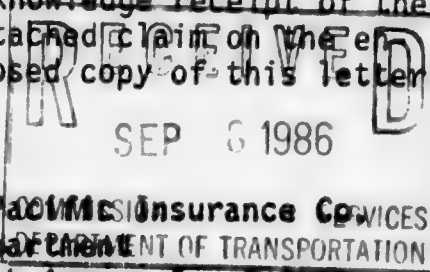
AGENT: Hansen & Rowland, Inc. of OR

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

bc: Secretary of State - Please
acknowledge receipt of the
attached claim on the en-
closed copy of this letter.

George Bell
Assistant Director



NOTED ON CARD
4 9-86

cc: Comco Const. Oreg. Ltd. dba
Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

United Pacific Insurance Co. WICES
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

August 28, 1986

NOTICE OF CLAIM UNDER ORS CHAPTER 279

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Secretary of State
State Capitol Building
Salem, Oregon 97310

Comco Construction Oregon Ltd., dba
Salem Road & Driveway Co.
P. O. Box 768
McMinnville, Oregon 97128

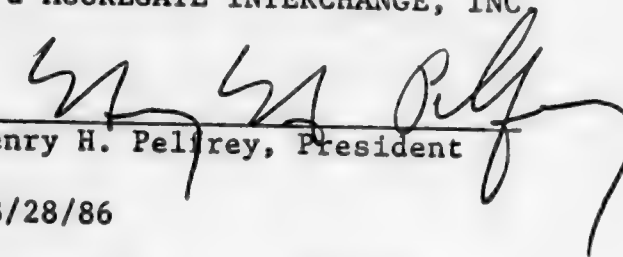
RE: NOTICE OF CLAIM AGAINST ORS CHAPTER 279 BOND
Agency: OSHD
Contract No.: 9669; Sandy River-Mitchell Point Section
Columbia River Highway
Contractor Furnishing Bond: Comco Construction Oregon
Ltd., dba Salem Road & Driveway Co.
Surety: United Pacific Insurance Co.; Bond No. U504251

Dear Secretary of State:

Pursuant to ORS Chapter 279, notice hereby is given that the undersigned Dirt & Aggregate Interchange, Inc. has an additional claim for Price Agreement No. 19, compensation for additional costs under Bid Item 3 - Temporary Protection and Direction of Traffic, and an additional claim for Price Agreement No. 20, compensation for additional costs for extra grout required in placement of rout pad for concrete median barriers, in the combined sum of \$21,508.71. This additional claim brings our total claim to \$70,558.71 against the bond taken from Comco Construction Oregon Ltd., dba Salem Road and Driveway Co., as principal, and United Pacific Insurance Co., as surety, for the work on the Sandy River-Mitchell Point section of the Columbia River Highway for the Oregon State Highway Division. Such material or labor was supplied to Comco Construction Oregon Ltd., dba Salem Road & Driveway Co.

Very truly yours,

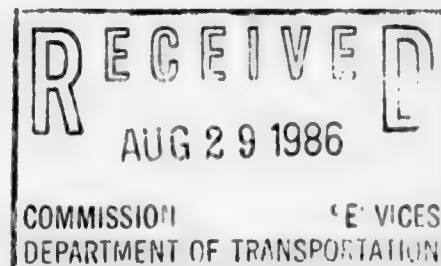
DIRT & AGGREGATE INTERCHANGE, INC.

By: 

Henry H. Pelfrey, President

HHP/8/28/86

cc: United Pacific Insurance Co.



We are a minority owned business enterprise.

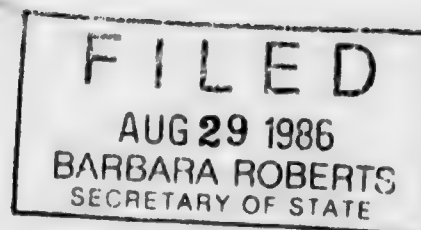
CL 1986-0274



Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 28, 1986



IN REPLY REFER TO
FILE NO.: CON 5 - #9669

Dirt & Aggregate Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, OR 97060

We have received your Notice of Claim dated August 12, 1986,
against the following Highway Division contract:

FILED BY: Dirt & Aggregate Interchange, Inc.
AMOUNT: \$49,050
FOR: Material and liquidated damages
AGAINST (PRIME CONTRACTOR): Comco Const. Oreg. Ltd.
dba Salem Road & Driveway Co.
CONTRACT NO.: 9669
PROJECT: Sandy River-Mitchell Point Section
Columbia River Highway, Multnomah
and Hood River Counties
SURETY: United Pacific Insurance Co.
AGENT: Hansen & Rowland, Inc. of Oregon

We will advise the surety and the contractor of the receipt
of this claim. We will also forward it to the Secretary of
State for filing.

Please advise this office when your claim has been paid.

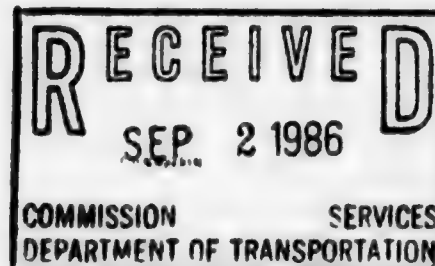
George Bell
Assistant Director

cc: Comco Const. Oreg. Ltd.
dba Salem Road & Driveway Co.
P.O. Box 603
Salem, OR 97308

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

NOTED ON CARD

9-5-86 cc



bc: Secretary of State - Please acknowledge receipt of the
attached claim on the enclosed copy of this letter.

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

August 12, 1986

NOTICE OF CLAIM UNDER ORS CHAPTER 279

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Secretary of State
State Capitol Building
Salem, Oregon 97310

Comco Construction Oregon Ltd., dba
Salem Road & Driveway Co.
P.O. Box 768
McMinnville, Oregon 97128

RE: NOTICE OF CLAIM AGAINST ORS CHAPTER 279 BOND
Agency: OSHD
Contract No.: 9669; Sandy River-Mitchell Point Section
Columbia River Hwy.
Contractor Furnishing Bond: Comco Construction Oregon
Ltd., dba Salem Road &
Driveway Co.
Surety: United Pacific Insurance Co.; Bond No. U504251

Dear Secretary of State:

Pursuant to ORS Chapter 279, notice hereby is given that the undersigned Dirt & Aggregate Interchange, Inc. has a claim for unpaid grout material and for wrongfully withheld liquidated damages in the combined sum of \$49,050.00 against the bond taken from Comco Construction Oregon Ltd., dba Salem Road & Driveway Co., as principal, and United Pacific Insurance Co., as surety, for the work on the Sandy River-Mitchell Point section of the Columbia River Highway for the Oregon State Highway Division. Such material or labor was supplied to Comco Construction Oregon Ltd., dba Salem Road & Driveway Co.

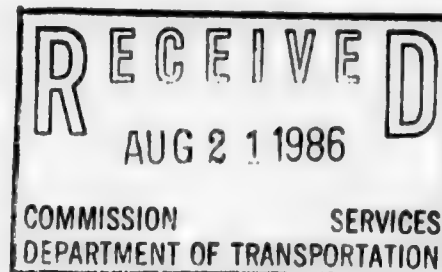
Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

By: Henry Peltrey
Henry Peltrey, President

GJH/8/11/86

cc: United Pacific Insurance Co.
4101 S.W. Kruse Way
Lake Oswego, Oregon 97034 (Cert. Mail., R.R.R.)



We are a minority owned business enterprise.

April 2, 1986

COMCO Construction Co. Oreg. Ltd.
dba Salem Road & Driveway Co.
P.O. Box 603
Salem, Or 97308

CON 5

Time Extension Request
Sandy River-Mitchell Point
Contract No. 9669
FAP No. IR-84-2(5)15

Your request for additional contract time in which to complete the above project has been very carefully reviewed. You have requested an additional 147 calendar days of contract time due to price agreement work, extra work, additional work, additional grout and late mix design. Your request contained no data to support entitlement to any adjustment of contract time.

The claimed late mix design was not late and, in any event, did not delay project completion. This portion of your request is denied.

Work performed under Price Agreements 9, 11, and 12 and Extra Work Orders 4, 6, 7, 9, and 10, did not delay project completion. Extra Work Order 15 does not exist on this project. This portion of your request is denied.

Additional work done under Bid Item No. 35, Adjust Guardrail, did delay project completion but only due to your failure to properly schedule and perform the work. This portion of your request is denied.

The extra work performed under Extra Work Order No. 8, Slide Area Guardrail, does warrant additional contract time and a time adjustment of an additional ten calendar days is granted for this work. (We believe your request incorrectly identified this work as Extra Work Order No. 7.)

The extra work performed under Extra Work Order No. 6 warrants an additional four calendar days of contract time and that amount is granted.

The removal and replacement of guardrail at Eagle Creek warrants a contract time adjustment of an additional one calendar day and that amount of time is granted.

COMCO Construction Co. Oreg. Ltd.
April 2, 1986
Page 2

The additional grout work performed under Price Agreement No. 13 did require added time to perform. The adjustment of contract time of an additional 76 calendar days provided by Price Agreement No. 14 gave you more than adequate time to schedule and perform the added grout work required and available prior to August 1, 1984. The added grout work covered by Price Agreement No. 14 that was performed after August 1, 1984, warrants an additional 11 calendar days of contract time and that amount of time is granted.

In summary, a contract time adjustment of an additional 26 calendar days is granted for the above stated reasons. The adjusted contract time of completion for this contract is 466 calendar days. There remain 81 calendar days of liquidated damages under this contract.

Should you wish a further review of this matter, please contact Project Manager Reid Meritt.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc C. O. Fredrickson
Al Harwood w/att.
Reid Meritt w/att.
FHWA w/att.
Bruce Walton



STATE OF OREGON

INTEROFFICE MEMO

BRYANT JACKMOND
Contract Administration Engineer

February 4, 1986

TO:

DATE:

FROM:

Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: Sandy River-Mitchell Point Section
Columbia River Highway
Contract 9669

*Agree
O.H.G.*

Attached is the contractor's request for this time extension in which he is asking for 117 days (Dirt and Aggregate work), and 30 days due to price agreements and extra work performed by the prime contractor. Reid Meritt has analyzed the subcontractor's request for 117 days, and can justify 11 days. He went through an analysis of the prime contractor's portion of the time extension request for 30 days due to extra work, and cannot justify any days. Reid's recommendation is to grant an 11-day time extension to the contract, based on extra work involved in installing and adjusting guardrail.

Reid has done a very thorough and lengthy analysis of this project, and the graphs he has constructed together with his written analysis support his position.

The contractor, at a meeting here in the Region Office, contends we are not properly recognizing the effect of the large 300% overrun in the "adjust guard rail" item. He also claims that he could not work effectively at this adjustment before or during much of the paving, and that it is not reasonable nor efficient to hire extra crews and equipment to take care of the large overrun.

Although Reid's analysis is theoretically correct, and shows the work could have been done during the course of the other work, the contractor does have some merit in his claims. My recommendation would be to grant the 41 days shown on page 11 of Reid's analysis for the reasons shown on that page.

I can find no other items in the contractor's list that would appear to justify a time extension, and recommend that we grant a 52-day extension to the contractor.

3-26-86
W. E. Schwartz-

MC/cy I concur with the Project Manager,
Attachments except for 11 C.D. due to P.A. 13, and
I converted his work days to
calendar days. I do not concur
with Region.
A time adjustment of an additional
26 calendar days is recommended.

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RECEIVED

FEB 5 1986

CONSTRUCTION
SECTION

SPC TC
SA CC
FE CP
PQC
QCS
FILE

O.H. Johnson

Sandy River - Mitchell Point Section
Columbia River Highway
Contract No. 9669

Graph comparing the contractor's original
contract schedule with the actual
performance on major activities
on project.

EXHIBIT NO. 1

RIVER - MITCHELL POINT SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH AND HOOD RIVER COUNTIES

AL CONTRACT SCHEDULE VS. ACTUAL PERFORMANCE
(by comparing original contractors schedule
the actual performance on major items
of work on the project.)

Maritt, Project Manager

1985

EXHIBIT NO. 1

*SANDY RIVER - MITCHELL POINT SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH AND HOOD RIVER COUNTIES*

*ORIGINAL CONTRACT SCHEDULE VS. ACTUAL PERFORMANCE
(Graph comparing original contractors schedule
with the actual performance on major items
of work on the project.)*

W. Rand Maritt, Project Manager

1985

EXHIBIT NO. 1



1983

JULY

AUGUST

[REDACTED]

[REDACTED] *Triple Shift*

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

ble Shift

[REDACTED] *Single Shift*

[REDACTED]

?

?

[REDACTED]

31/

SEPTEMBER

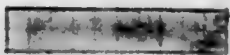
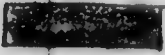
2/

OCTOBER

31/

NOVEMBER

1983



301

DECEMBER

311

JANUARY

311

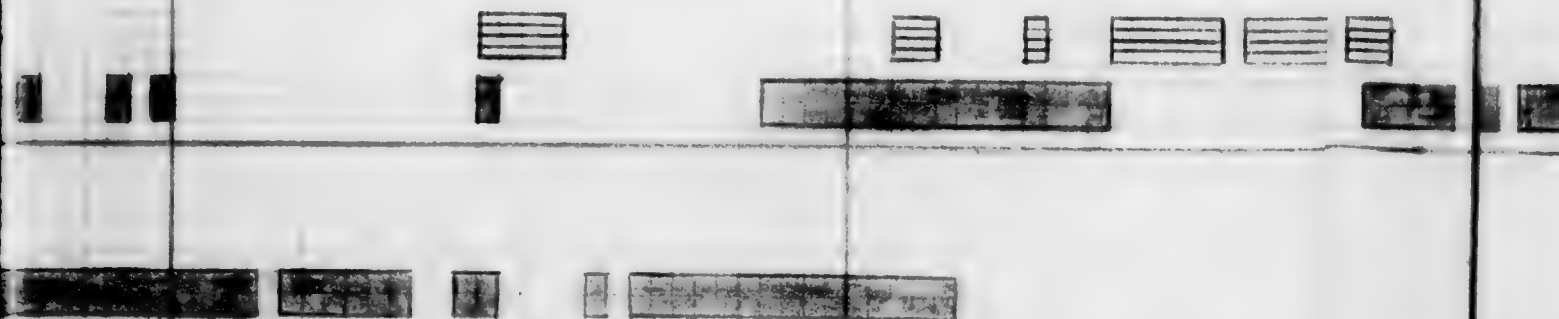
FEBRUARY

1983

1984

76 Days-NO CALENDAR DAY CHARGE
Price Agreement No. 1:

At contractor request and suggestion, no calendar day charges were made between April 1, 1984 and June 15, 1984, which would allow paving in more suitable weather calendar days for completion to permit work to be completed.



29/

MARCH

31/

APRIL

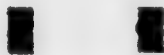
30/

MAY

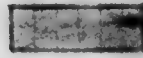
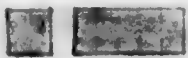
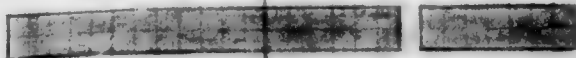
1984

URGES - 76 Days

calendar day
1984 and resumption
whichever was later.
weather and extend
not remaining project



single shift



31

JUNE

30

JULY

31

AUGUST

1984

311

341

31/

NOVE

1984

88 Days - NO CALENDAR DAY CHARGE
All work except painting of concrete median
mid-December 1984. Contractor requested with
warmer and drier weather conditions for
barrier. This was granted, effective December
order, effective March 15, 1985, was written
to resume work on concrete median barrier.

NOVEMBER

DECEMBER

JANUARY

1984 1985

DAY CHARGES - 88 Days
to median barrier completed at
requested winter shut-down until
conditions for painting concrete median
barrier December 17, 1984. Resume work
as written when subcontractor cleared
median barrier.

FEBRUARY

MARCH

APRIL

1985

ASPHALT CONCRETE PAVING

Initial Schedule

Actual Performance

GUARD RAIL ADJUSTMENT

Initial Schedule

Actual Performance
(Work on Plans)

Actual Performance
(Work Not on Plans)

CONCRETE MEDIAN BARRIER
Initial Schedule

Actual Performance

[Handwritten notes, likely bleed-through from the reverse side of the page.]

Disregard

Last

2

Frames

Sandy River - Mitchell Point Section
 Columbia River Highway
 Contract No. 9669

Graph comparing Contractor's original
 contract schedule with the actual
 performance on major activities
 on the project.

EXHIBIT NO. 1

ASPHALT CONCRETE PA
 Initial Schedule
 Actual Performance
 GUARD RAIL ADJUSTMEN
 Initial Schedule
 Actual Performance
 (Work on Plans)
 (Actual Performance)
 (Work Not on Plans)
 CONCRETE MEDIAN BARRI
 Initial Schedule
 Actual Performance

APRIL

EXHIBIT NO. 3

Sandy River - Mitchell Point Section
Columbia River Highway
Contract No. 9644

Station - Calendar Day Graph of Major
Adjustment to Reccompany Report for
Adjustment of Contract Time

*SANDY RIVER-MITCHELL POINT SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH AND HOOD RIVER COUNTIES
CONTRACT NO. 9669*

*STATION-CALENDAR DAY GRAPH
(Major Activities by Date and Location
to Accompany Request for Adjustment of
Time to Complete Project)*

W. Reid Maritt, Project Manager

1985

EXHIBIT NO. 3

1983

JULY 1983

311

AUGUST 1983

950

900

850

800

750

700

650

Q. 629+80.30 P.O.T.A. =

613+92.05 RT. BL.

600

550

500

STATIONS

Beginning Date of Calendar Day Count

STATIONS

500

450

400

350

300

250

JULY 7, 1983 Beginning Date

Began A.C. Aggregate Production

Q.

$196 + 29.90 \frac{200}{Ah} =$
 $1980 + 10.04 Bk$

1950

1900

1850

1800

JULY 1983

31

AUGUST 1983

31

1983

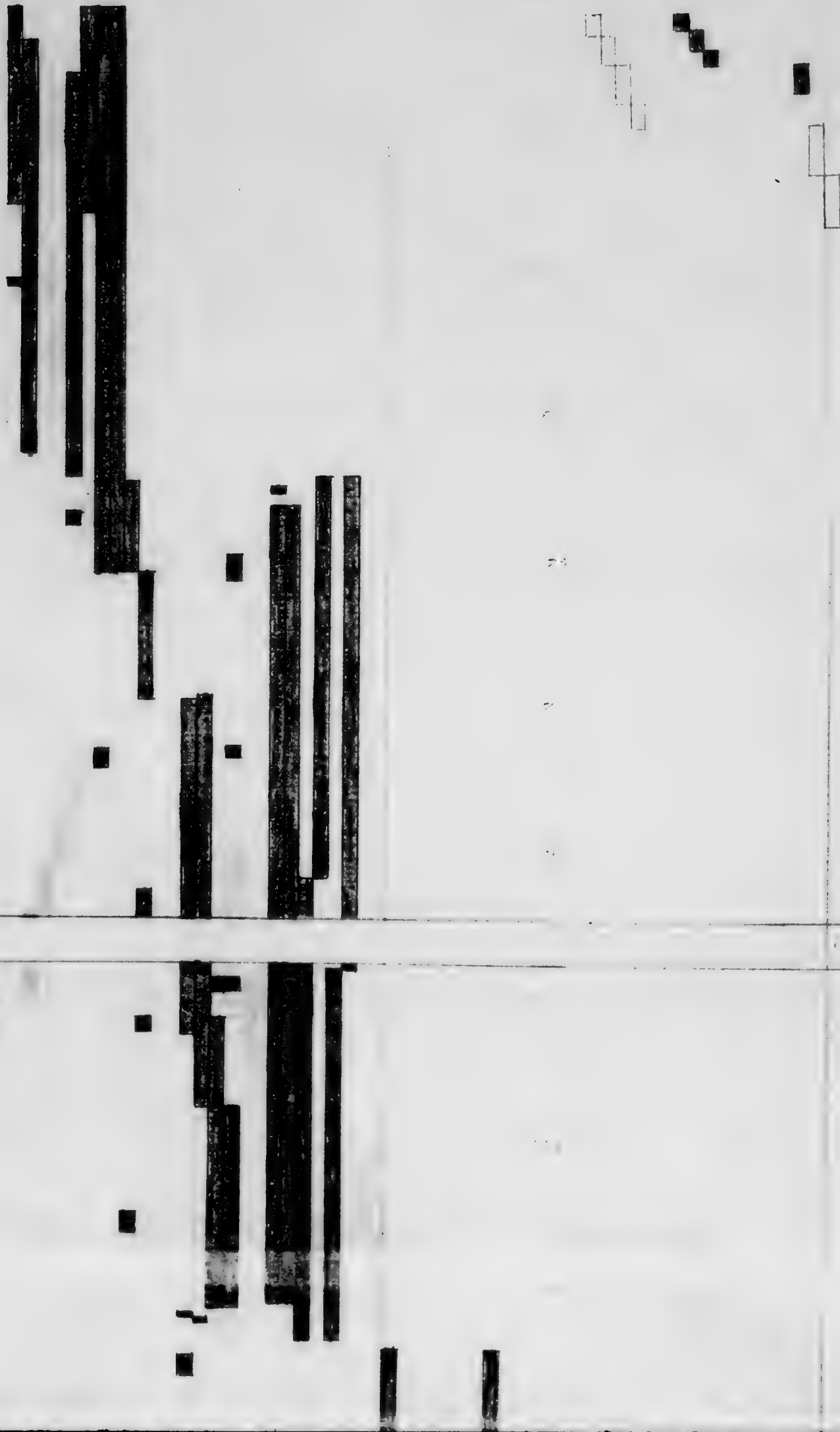
1993

EMBER 1983

301

001.1

NOVEMBER 1983



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LEG

EMBER 1983

301

OCTOBER 1983

311

NOVEMBER 1983

301

1983

1983 1984

DECEMBER 1983

JANUARY 1984

FEBRUARY 1984



MP32

MP215-32

MP415

END:

-  Placing Asphalt Concrete Pavement
-  Setting and Aligning Concrete Median Barrier
-  Grooving Concrete Median Barrier
-  Setting Concrete Median Barrier
-  Adjust & Repair Guard Rail - Not in Project Plans
-  Adjust Existing Guard Rail in Lieu of New Construction
-  Adjust & Repair Guard Rail - Part of Project Plans

DECEMBER 1983

31

JANUARY 1984

31

FEBRUARY 1984

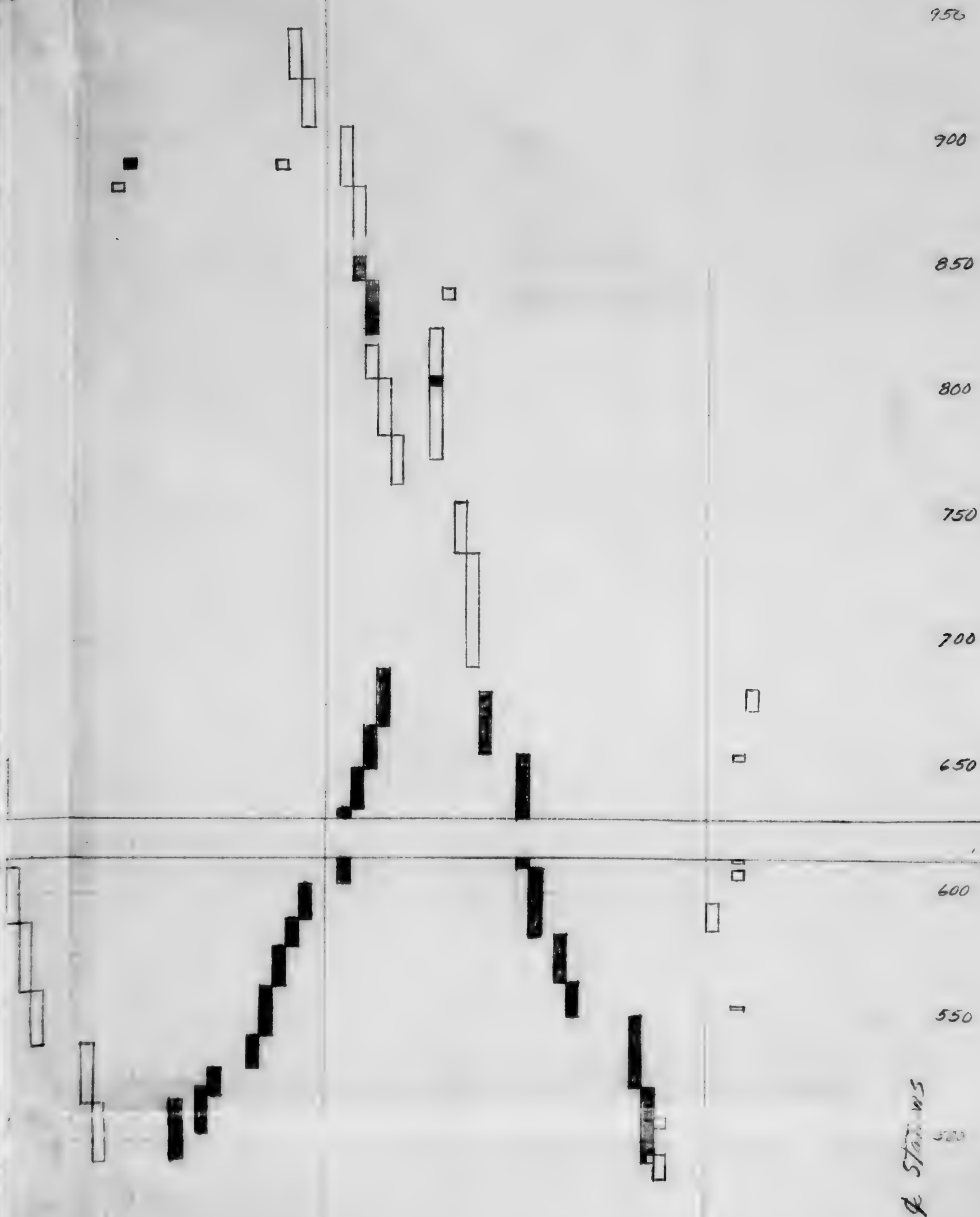
29

1983 1984

1934

MARCH 1984

MAY 1984



550

500

450

400

350

300

Price Agreement No. ^{76-Days} 14 - NO CALENDAR DAY CHARGES - 76

At contractor's request and suggestion, no calendar day charges were made between April 1, 1984 and resumption of paving operations of June 15, 1984, whichever was later. This would allow paving in more suitable weather and extend calendar days for completion to permit remaining prep work to be completed.

200

1950

1900

1850

MARCH 1984

APRIL 1984

MAY 1984

1984

JUNE 1984

30 1

JULY 1984

31 1

AUGUST 1984



Days
in
contact

JUNE 1984

JULY 1984

AUGUST 1984

1984

SEPT. 1

25--

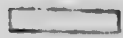
OCTOBER 1984

31

NOVEMBER 1984

LEGEND:



-  Placing Asphalt Concrete Pavement
-  Setting and Aligning Concrete Median Barrier
-  Grouting Concrete Median Barrier
-  Paint Concrete Median Barrier
-  Adjust & Repair Guard Rail - Not in Project
-  Adjust Existing Guard Rail in Lieu of New Concrete
-  Adjust & Repair Guard Rail - Part of Project

SEPTEMBER 1984

OCTOBER 1984

NOVEMBER 1984

1984

550

18.7 tons

W

450

400

350

300

88 Days - NO CALENDAR DAY CHARGES

All work except painting of concrete median barrier
mid-December 1984. Contractor requested winter shut
and drier weather conditions for painting concrete.
This was granted, effective December 17, 1984. Re
effective March 15, 1985, was written when subcontractor
resumed work on concrete median barrier.

200

1950

1900

1850

1800

JANUARY 1985

FEBRUARY

1984

DECEMBER 1984

1984 1985

1985

FEBRUARY 1985

20

MARCH 1985

31

APRIL 1985

30



APRIL 5, 1985 WORK ON PROJECT COMPLETED



5 - 88 Days

er completed by
t-down until warmer
te median barrier.
Resume work order,
tractor elected to

MAY 1985

201

MARCH 1985

"1

APRIL 1985

2

1985

950

900

850

800

750

700

650

629+80.30 P.O.T. M.
613+92.05 P.T. B.A. = EQ.

600

550

500

STATIONS

Handwritten notes on the right margin, including "EXHIBIT" and "STATION 1000".

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 97th - 97th
 98th - 98th
 99th - 99th
 100th - 100th

550

500

STATIONS

450

400

350

300

250

200 196+29.90 HA
 1980+10.04 BK. - EQ.

1950

1900

1850

1800

Sandy River - Mitchell Point Section
Columbia River Highway
Contract No. 9669

Station - Calendar Day Graph of Major
Activities to Accompany Request for
Adjustment of the Contract Time

EXHIBIT NO. 3

629+80.30 P.O.T. M.
EQ. 613+92.05 P.T. B.E.

STATIONS

750

700

650

600

550

500

450

400

350

300

250

200 196+29.90

Sandy River - Mitchell Point Section
Columbia River Highway
Contract No. 9669

Activity - Calendar Day Graph of
Major Activities to Accompany
Request for Adjustment of the
Contract Time

EXHIBIT NO. 2

SANDY RIVER - MITCHELL POINT SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH AND HOOD RIVER COUNTIES

ACTIVITIES - CALENDAR DAY GRAPH

(Major Activities by Date to Accompany Request
for Adjustment of Time to Complete Project)

W. Reid Maritt, Project Manager

1985

1993

JULY 1993

1994

31

5

PREMIUM NO.	EXTRA WORK ORDER NO.
1	1
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3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	
12	
13	
14	
15	
16	
17	

of Calendar Day Count

1983

31

SEPTEMBER 1983

30

OCTOBER 1983

31

NOVEMBER 1983

1983

1984

R 1983

30 /

DECEMBER 1983

31 /

JANUARY 1984

31 /

FEBRUARY

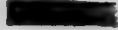
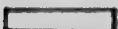
1984

FEBRUARY 1984

MARCH 1984

APRIL 1984

LEGEND:

-  Placing Asphalt Concrete Pavement
-  Setting and Aligning Concrete
-  Grouting Concrete Median
-  Painting Concrete Median
-  Adjust & Repair Guard Rail - New
-  Adjust Existing Guard Rail in Place
-  Adjust & Repair Guard Rail - Old

76 Days - NO CALENDAR DAYS
Price Agreement No. 14
At contractors request and suggestion
charges were made between April

1984

MAY 1984

JUNE 1984

JULY 1984

Concrete Pavement (Also used for P.A. & E.W.O. Activities)

Concrete Median Barrier

Median Barrier

Median Barrier

at Rail - Not in Project Plans

at Rail in lieu of New Construction

at Rail - Part of Project Plans

EWO No. 6

DAR DAY CHARGES - 76 DAYS

Suggestion, no calendar day
between April 1, 1984 and resumption

1984

31/1

AUGUST 1984

31/1

SEPTEMBER 1984

30/1

OCTOBER 1984

10

8

■

■

EWD 16.8

6.6

6

5

4

3

2

1

17

16

15

14

13

12

11

10

9

8

1
1984 1985

24

31

NOVEMBER 1984

30

DECEMBER 1984

31

JANUARY 1985

██████████

██████████

E.W.O. No. 8

██████████

██████████ ██████████

██████████

E.W.O. No. 9

retention

88 Days - NO
work except painting
mid-December 1984

JANUARY 1985

3/11

FEBRUARY 1985

23/

VII 17-5

3/1

MO. No. 9

Days - NO CALENDAR DAY CHARGES - 88 Days

pt painting of concrete median barrier completed at
1984. Contractor requested winter shut-down until,

leted

APRIL 1985

32

10
9
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1
EXTRA WORK ORDER NO.

17
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ELEMENT NO.

PRIOR AL
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1

July 2, 1983 Beginning Date

Adjust & Repair Guard Rail - Not in Project Plans 
 Adjust Existing Guard Rail in lieu of New Construction 
 Adjust & Repair Guard Rail - Part of Project Plans 

Painting Concrete Median Barrier 
 Grouting Concrete Median Barrier 
 Setting & Aligning Concrete Median Barrier 

Placing Asphalt Concrete Pavement 

Began A.C. Aggregate Production

AUGUST 1983

SEPTEMBER 1983

OCTOBER 1983

1983

31.1

NOVEMBER 1983

30.1

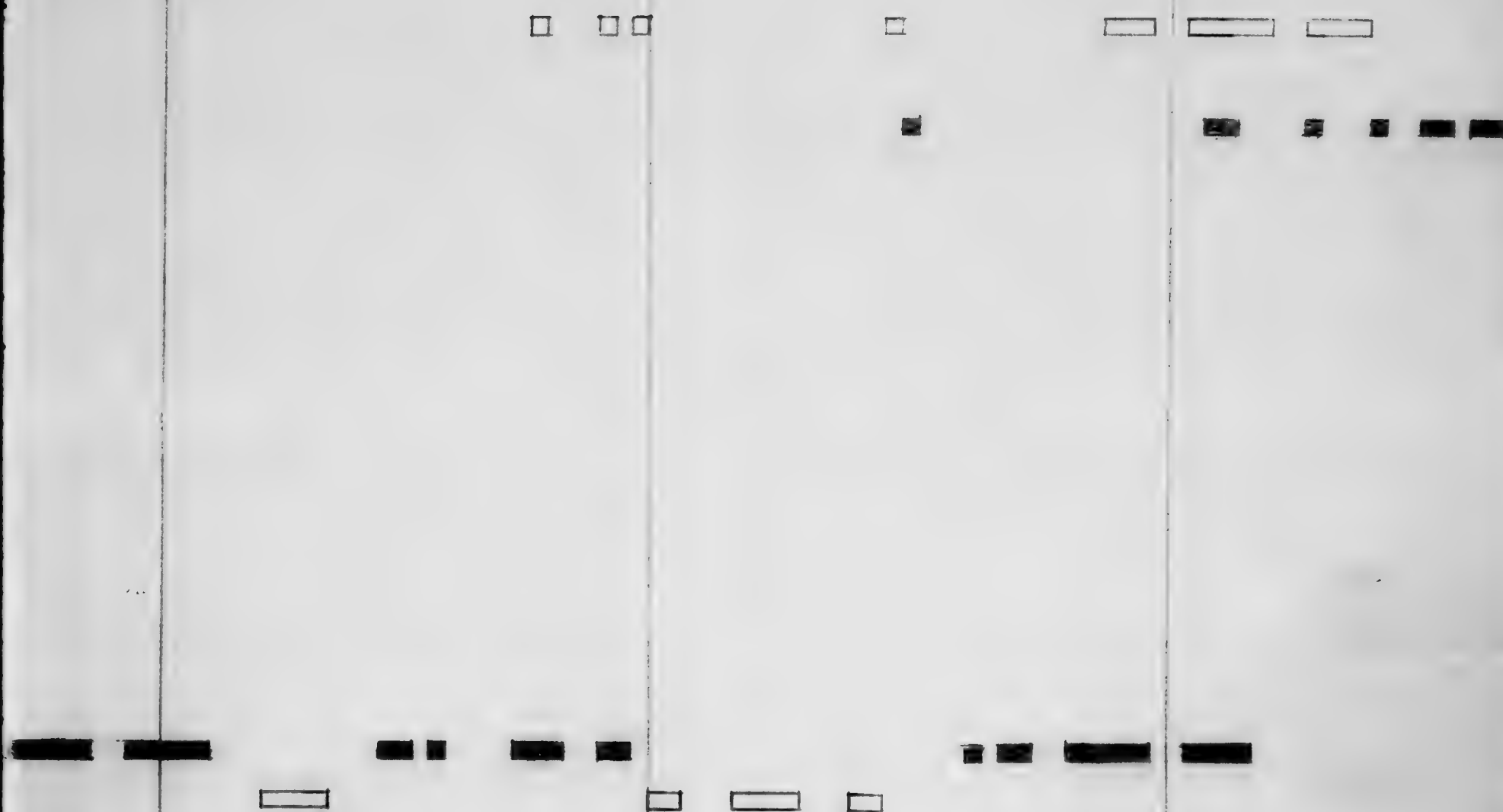
DECEMBER 1983

31.1

JANUARY 1984

1983 1984

of paving of
would allow
calendar da
work to be



31/1

FEBRUARY 1984

29/1

MARCH 1984

31/1

APRIL 1984

1984

ing operations or June 15, 1984, whichever was later.
allow paving in more suitable weather and extend
r days for completion to permit remaining prop-
to be completed.

□ □ □
■ ■

■ ■ ■ ■ ■ ■ ■ ■ ■ ■
■ ■ ■ ■ ■ ■ ■ ■ ■ ■

1984

30/

MAY 1984

31/

JUNE 1984

30/

JULY

1984

1



JULY 1984

311

AUGUST 1984

311

SEPTEMBER 1984

301

OC

1984

removed and
barrier. This
order, effective
to resume w

Adjusted existing guard rail in lieu of new

OCTOBER 1984

NOVEMBER 1984

DECEMBER 1984

1984 1985

and clear weather conditions for painting concrete median.
This was granted, effective March 15, 1985, was written when successful for clearing
the work on concrete median barrier.

JANUARY 1985

31

FEBRUARY 1985

28

MARCH 1985

31

1985

1985

April 5, 1985 Work on Project Long

PRICE AGI
7
6
5
4
3
2
1



-  Adjust & Repair Guard Rail - Part of Project Plans
-  Adjust Existing Guard Rail in Area of New Construction
-  Adjust & Repair Guard Rail - Part of Project Plans

-  Pouring Concrete Median Barrier
-  Grooving Concrete Median Barrier
-  Setting and Aligning Concrete Median Barrier
-  Placing Asphalt Concrete Pavement

Sandy River - Mitchell Point Section
Columbia River Highway
Contract No. 9669

Activity - Calendar Date Graph of
Major Activities to Accompany
Request for Adjustment of the
Contract Time

EXHIBIT NO. 2

Not in Project Plan
in lieu of New Construction
Part of Project Plans

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 11-15-85	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER 11-55				State Oregon	
PROJECT REPORT NUMBER				County Multnomah & Hood River	
MODIFICATION NUMBER 6				Project Number I-IR-84-2(5)15	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on September 28, 19 83

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 5,178,392	\$ 5,225,856
Federal funds	\$ 4,775,512	\$ 4,819,284
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

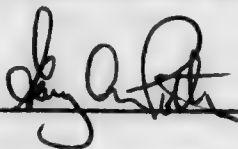
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the

15TH day of NOV, 19 85

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By



Manager, Program Section

(Title)

xxx For: Larry Rullen

State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



For: Dale E. Wilken

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 5, 1985

FEDERAL AID PROJECT NO. I-IR-84-2(5)15

SANDY RIVER-MITCHELL POINT
COLUMBIA RIVER HIGHWAY
MULTNOMAH AND HOOD RIVER COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (MP 42.26 TO MP 59.15)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Asphalt Cement in Mixture	\$ 158.00	6,999	\$1,105,842.00	7,257	\$1,146,606.00
Extra for Pipe under Pavement (PA #9A)	---	---	---	100%	6,700.00
			\$1,105,842.00		\$1,153,306.00
Subtotal from estimate of May 22, 1985					Increase \$ 47,464.00
					Subtotal \$4,518,887.28
					Engineering 565,561.72
					Total \$5,131,913.00

TYPE CODE SFTY
GUARDRAIL (MP 17.9 TO MP 32.00)

Total as on estimate of March 20, 1985 \$ 93,943.00

Length of Roadway 16.89 mi.
Cost of Roadway Per Mile \$ 303,843.28

SUMMARY OF FUNDS (92.22%)

<u>Description</u>	<u>Appn Code</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway (Hood River County)	042	\$5,131,913.00	\$ 4,732,650.00	\$ 399,263.00
Guardrail (Multnomah County)	044	93,943.00	86,634.00	7,309.00
Total		<u>\$5,225,856.00</u>	<u>\$ 4,819,284.00</u>	<u>\$ 406,572.00</u>

Group 1 98%; Group 2 2%
Contract No. 9669
Prefix: 614-1999
Prefix: C09669
RLC:bkb

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER <u>5-174</u>				State Oregon	
PROJECT REPORT NUMBER				County Multnomah & Hood River	
MODIFICATION NUMBER 5				Project Number I-IR-84-2(5)15	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **September 28**, 19 **83**,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>5,063,997.00</u>	\$ <u>5,178,392.00</u>
Federal funds	\$ <u>4,670,017.00</u>	\$ <u>4,775,512.00</u>
Other revisions		

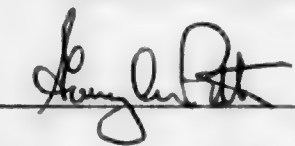
This modification is made for the following reasons: **to include increase in construction costs.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of May, 19 85.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By



Manager, Program Section

(Title)

NYX For: H.S. Coulter, P.E.

State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



For: Dale E. Wilken

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 22, 1985

FEDERAL AID PROJECT NO. I-IR-84-2(5)15

SANDY RIVER-MITCHELL POINT
COLUMBIA RIVER HIGHWAY
MULTNOMAH AND HOOD RIVER COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (MP 42.26 to MP 59.15)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
PA #5 Extra for Asphalt w/Anti Strip Additive	\$ 4.00	---	\$ ---	8,310	\$37,395.00
OEW #6 Add'l Paving				All Required	52,000.00
OEW #8 Install 2A Guardrail				All Required	25,000.00
			\$ 0.00		\$114,395.00
				Increase	\$ 114,395.00
				Subtotal from estimate of March 20, 1985	4,404,492.28
				Engineering	565,561.72
				Total	\$5,084,449.00

TYPE CODE SFTY
GUARDRAIL (MP 17.9 TO MP 32.00)

Total as on estimate of March 20, 1985 \$ 93,943.00

Length of Roadway 16.89 mi.
Cost of Roadway Per Mile \$ 301,033.10

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway (Hood River County)	042	\$5,084,449.00	\$ 4,688,878.00	\$ 395,571.00
Guardrail (Multnomah Co.)	044	93,943.00	86,634.00	7,309.00
Total		\$5,178,392.00	\$ 4,775,512.00	\$ 402,880.00

Group 1 98%; Group 2 2%
Contract No. 9669
Prefix: 614-1999
Prefix: ~~614~~-1087
626-

DDB:bkb

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved: O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER			State	
PROJECT REPORT NUMBER			County	
MODIFICATION NUMBER			Project Number	
	3-171		Oregon	
			Multnomah & Hood	
	4		I-IR-84-2(5)	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **September 28**, 19 **83**,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>5,048,997.00</u>	\$ <u>5,063,997.00</u>
Federal funds	\$ <u>4,656,184.00</u>	\$ <u>4,670,017.00</u>
Other revisions		

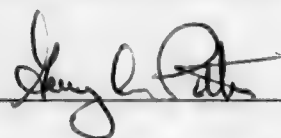
This modification is made for the following reasons: **to include increase in construction engineering costs.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of March, 19 85.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By



Manager, Program Section

(Title)

xxx

For: H.S. Coulter, P.E.

State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



For: Dale E. Wilken

Oregon State Highway Division
Salem, Oregon March 20, 1985

Federal-Aid Project No. I-IR-84-2(5)15

Sandy River-Mitchell Point
Columbia River Highway
Multnomah and Hood River Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (MP 42.26 to MP 59.15)

Subtotal from estimate of February 13, 1985

	\$ 4,404,492.28
Engineering	565,561.72
Total	<u>\$ 4,970,054.00</u>

Type Code SFTY
Guardrail (MP 17.9 to MP 32+00)

Total as on estimate of February 13, 1985

\$ 93,943.00

Length of Roadway

16.89 mi.

Cost of Roadway Per Mile

\$ 294,260.15

SUMMARY OF FUNDS (92.22%)

<u>Description</u>	<u>Appn Code</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway (Hood River County)	042	\$ 4,970,054.00	\$ 4,583,383.00	\$ 386,671.00
Guardrail (Multnomah Co.)	044	93,943.00	86,634.00	7,309.00
Total		<u>\$5,063,997.00</u>	<u>\$4,670,017.00</u>	<u>\$ 393,980.00</u>

Group 1 98% Group 2 2%
Contract No. 9669
Prefix: 614-1999
Prefix: 626-1087
WH:bkb

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER			State	Oregon
PROJECT REPORT NUMBER	2-138-139		County	Multnomah & Hood River
MODIFICATION NUMBER	3		Project Number	I-IR-84-2(5)15

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **September 28**, 19 **83**,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>5,032,108</u>	\$ <u>5,048,997</u>
Federal funds	\$ <u>4,559,167</u> \$ <u>81,442</u>	\$ <u>4,569,550 (042)</u> \$ <u>86,634 (044)</u>
Other revisions		

This modification is made for the following reasons: **to include increases in construction and construction engineering costs.**

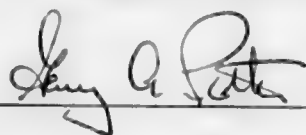
All other terms and conditions of the Project Agreement will remain in full force and effect. This modi-

fication is effective as of the 19th day of February, 19 85.

Oregon State Highway Division

(Official name of Highway Agency)

By



Manager, Program Section

(Title)

~~xxx~~ For: **H.S. Coulter, P.E.**

State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



For: **Dale E. Wilken**

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 13, 1985

FEDERAL AID PROJECT NO. I-IR-84-2(5)15

SANDY RIVER-MITCHELL POINT
COLUMBIA RIVER HIGHWAY
MULTNOMAH AND HOOD RIVER COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (MP 42.26 to MP 59.15)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	\$ 12.00	1,500	\$ 18,000.00	2,334	\$ 28,008.00
Subtotals			\$ 18,000.00		\$ 28,008.00
					Increase \$ 10,008.00
					Subtotal from estimate of December 17, 1984 4,394,484.28
					Subtotal \$4,404,492.28
					Engineering 550,561.72
					Total \$4,955,054.00

TYPE CODE SFTY
GUARD RAIL (MP 17.9 TO MP 32+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	\$ 12.00	200	\$ 2,400.00	617	\$ 7,404.00
Subtotals			\$ 2,400.00		\$ 7,404.00
					Increase \$ 5,004.00
					Subtotal from estimate of August 9, 1983 78,500.60
					Subtotal \$ 83,504.60
					Engineering 10,438.40
					Total \$ 93,943.00

Length of Roadway 16.89 mi.

Cost of Roadway Per Mile \$ 293,372.05

SUMMARY OF FUNDS (92.22%)

<u>Description</u>	<u>Appn Code</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway (Hood River County)	042	\$ 4,955,054.00	\$ 4,569,550.00	\$ 385,504.00
Guard Rail (Multnomah County)	044	93,943.00	86,634.00	7,309.00
Total		\$ 5,048,997.00	\$ 4,656,184.00	\$ 392,813.00

Group 1 - 98% Group 2 2%
Contract No. 9669
Prefix: 614-1999
Prefix: 626-1087
WH:bkb

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER <i>12-219</i>			State Oregon	
PROJECT REPORT NUMBER			County Multnomah & Hood River	
MODIFICATION NUMBER 2			Project Number I-IR-84-2(5)15	

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **September 28**, 19 **83**,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 4,943,368	\$ 5,032,108
Federal funds	\$ 4,558,773	\$ 4,640,609
Other revisions		

This modification is made for the following reasons: **to include increases in construction and construction engineering costs.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the *21st* day of *December*, 19*84*.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By

Wayne Holene

for **Manager, Program Section**

(Title)

XXX

For: H.S. Coulter, P.E.

State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

Dale E. Wilken

(Division Administrator)

For: Dale E. Wilken

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 17, 1983

FEDERAL AID PROJECT NO. I-IR-84-2(5)15

SANDY RIVER-MITCHELL POINT
COLUMBIA RIVER HIGHWAY
MULTNOMAH AND HOOD RIVER COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (MP 42.26 to MP 59.15)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate					
Base	\$ 7.35	5,300	\$38,955.00	6,905.685	\$ 50,756.78
Adjust Guard Rail	1.25	24,449	30,561.25	78,111	97,638.75
			\$69,516.25		\$148,395.53
				Increase	\$ 78,879.28
			Subtotal from estimate of August 9, 1983		\$ 4,315,605.00
				Subtotal	\$ 4,394,484.28
				Engineering	549,310.72
				Total	\$ 4,943,795.00

TYPE CODE SFTY
GUARD RAIL (MP 17.9 to MP 32+00)

Subtotal same as on estimate of August 9, 1983 \$ 88,313.00

Length of Roadway 16.89 mi.

Cost of Roadway Per Mile \$ 297,934.10

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway (Hood River Co.)	042	\$4,943,795.00	\$ 4,559,167.00	\$ 384,628.00
Guard Rail (Multnomah Co.)	044	88,313.00	81,442.00	6,871.00
Total		\$5,032,108.00	\$ 4,640,609.00	\$ 391,499.00

Group 1 98%; Group 2 2%
Contract No. 9669
Prefix: 614-1999
Prefix: 626-1087

WH:bkb

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER	10-267		State Oregon	
PROJECT REPORT NUMBER			County Multnomah & Hood River	
MODIFICATION NUMBER	1		Project Number IR-I-84-2(5)15	

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **September 28**, 19 **83**

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 88,313	\$ 88,313
Federal funds	\$ 88,313	\$ 81,442
Other revisions	Appn Code 044	

(Note: Additional Federal Funds collected - \$5,478.44)

This modification is made for the following reasons:

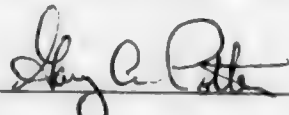
"The project agreement executed 9-28-83, is modified to decrease federal-aid participation to 92.22 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the

1st day of **October**, 19 **84**

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By 

Manager, Program Section

(Title)

XXX For: **H.S. Coulter, P.E.**

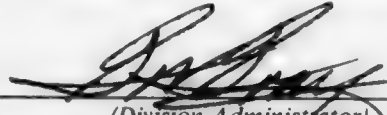
State Highway Engineer

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By 
(Division Administrator)

For: Dale E. Wilken

SANDY R - MITCHELL PT
MULTNOMAH CO.

626-1087

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER	10-268		State Oregon	
PROJECT REPORT NUMBER			County	
MODIFICATION NUMBER	1		Project Number I-84-2(5)15	

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **September 28**, 19 **83**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>4,855,055</u>	\$ <u>4,855,055</u>
Federal funds	\$ <u>4,855,055</u>	\$ <u>4,477,331</u>
Other revisions		

(Note: Additional Federal funds collected \$342,102.89)

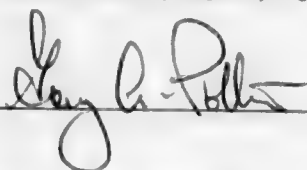
This modification is made for the following reasons: **"The project agreement executed 9-28-83 is modified to decrease Federal-aid participation to 92.22 percent in accordance with P.L. 97-424, Section 145."**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the **1st** day of **October**, 19 **84**.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By

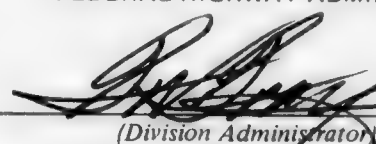


Manager, Program Section

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



For: Dale E. Wilken

XXX

For: H.S. Coulter, P.E.

State Highway Engineer

(Title)

By

(Title)

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		State	
MONTHLY TRANSACTION NO. 67-243, 244, 245, 246		FEDERAL-AID PROJECT AGREEMENT		Oregon	
County					
Project No.					
				Mult. & Hood River	
				I-IR-84-2(5)15	
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.					
PROJECT TERMINI					
Sandy River-Mitchel Point					
PROJECT CLASSIFICATION OR PHASE OF WORK				EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)					
PRELIMINARY ENGINEERING					
RIGHTS-OF-WAY					
CONSTRUCTION				5-25-83	16.89
OTHER (Specify)					
ESTIMATED TOTAL COST OF PROJECT				FUNDS PRO RATA 100%/92.22%	
\$ 4,943,368.00				FEDERAL FUNDS \$ 4,558,773.00 *	
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.					
*See Additional Provisions On Back.					
OREGON STATE HIGHWAY DIVISION (Official name of Highway Agency)				U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
By <u>[Signature]</u> Manager, Program Section (Title)				By <u>[Signature]</u> (Division Administrator)	
XXX For: H.S. Coulter, P.E. State Highway Engineer (Title)				For: Dale E. Hicken	
By _____ (Title)				Date executed by Division Administrator _____	

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.

The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.

In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.

In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT.

(a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.

(a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.

The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL.

The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 9, 1983

Federal-Aid Project No ~~1~~-IR-84-2(5)15

Sandy River-Mitchel Point Section
Columbia River Highway
Multnomah and Hood River Counties

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (M.P. 42.26 to M.P. 59.15)

Furnishing Field Laboratory	1	Each	2,000.00	\$	2,000.00
Mobilization	95%	All Required			206,150.00
Temporary Protection and Direction of Traffic	79%	All Required			22,515.00
Temporary Signs	1,930	Sq. Ft.	10.35		19,975.50
Temporary Barricades	10	Each	10.40		104.00
Temporary Plastic Safety Markers	50	Each	32.00		1,600.00
Flagmen	1,500	Hour	12.00		18,000.00
Oversize Advance Construction Signs	1	Each	2,600.00		2,600.00
Sequential Arrow Signs	4	Each	1,500.00		6,000.00
Removal of Structures and Obstructions	90%	All Required			75,150.00
General Excavation	2,975	Cu. Yd.	6.84		20,349.00
Rock Inlay	1,100	Cu. Yd.	12.00		13,200.00
Cold-Plane Pavement Removal	9,500	Sq. Yd.	1.40		13,300.00
Trench Excavation	963	Cu. Yd.	9.00		8,667.00
1"-0 Aggregate Base	5,300	Ton	7.35		38,955.00
Cement Treated Base	1,300	Ton	17.00		22,100.00
Class "B" Asphalt Concrete Mixture	126,980	Ton	11.00		1,396,780.00
Asphalt Cement in Mixture	6,999	Ton	158.00		1,105,842.00
Membrane Waterproofing	2,810	Sq. Yd.	8.50		23,885.00
Asphalt in Tack Coat	325	Ton	160.00		52,000.00
12-inch Sewer Pipe	1,336	Lin. Ft.	11.50		15,364.00
Extra for Pipe Under Pavement	1,012	Lin. Ft.	12.50		12,650.00
Concrete Inlets, Type G-2	39	Each	320.00		12,480.00
8-inch Drain Pipe	4,665	Lin. Ft.	2.40		11,196.00
10-inch Drain Pipe	2,720	Lin. Ft.	3.60		9,792.00
Filter Fabric	8,060	Sq. Yd.	1.00		8,060.00
Gravel in Drains	760	Cu. Yd.	15.00		11,400.00
Guard Rail, Type 2A	4,450	Lin. Ft.	5.00		22,250.00
Extra Posts with Blocks	76	Each	40.00		3,040.00
Extra Rail Elements	475	Lin. Ft.	5.00		2,375.00
Median Barrier Connections	1	Each	400.00		400.00
Guard Rail Anchors, Type 1	92	Each	300.00		27,600.00
Rail End Pieces, Type C	40	Each	80.00		3,200.00

Adjust Guard Rail Extra for Asphalt	24,449	Lin. Ft.	1.25	30,561.25
Approaches	47	Each	175.00	8,225.00
Concrete Median Barrier, Modified	82,469	Lin. Ft.	13.25	1,092,714.25
Concrete Median Barrier at Bridge Columns	72	Lin. Ft.	70.00	5,040.00
Adjusting Manholes	4	Each	250.00	1,000.00
Adjusting Inlets	4	Each	250.00	1,000.00
Mono-Directional Crystal Type 1 Markers Recessed	4,500	Each	6.25	28,125.00
				<u>\$ 4,355,645.00</u>

Anticipated Items

Permanent Pavement Striping	All Required		\$	33,000.00
Temporary Pavement Striping	All Required			5,000.00
Roadside Seeding & Mulching	All Required			500.00
Salvaged Rail Members & Hardware	1,309,000	Lbs. (0.06)	Cr.	<u>78,540.00</u>
			Cr.	<u>40,040.00</u>

Subtotal	\$ 4,315,605.00
Engineering	539,450.00
Total	<u>\$ 4,855,055.00</u>

Type Code SFTY

Guard Rail (M.P. 17.9 to M.P. 32+00)

Mobilization	5 % All Required		\$	10,850.00
Temporary Protection and Direction of Traffic	21 % All Required			5,985.00
Temporary Signs	260	Sq. Ft.	10.35	2,691.00
Temporary Barricades	4	Each	10.40	41.60
Flagmen	200	Hour	12.00	~~2,400.00~~ <u>2,000.00</u>
Oversize Advance				
Construction Signs	1	Each	2,600.00	2,600.00
Sequential Arrow Signs	2	Each	1,500.00	3,000.00
Removal of Structures and Obstructions	10 % All Required			8,350.00
Class "B" Asphalt				
Concrete Mixture	20	Ton	11.00	220.00
Asphalt Cement in Mixture	1	Ton	158.00	158.00
Guard Rail, Type 2A	3,538	Lin. Ft.	5.00	17,690.00
Guard Rail, Type 2A with 8' Posts	3,450	Lin. Ft.	6.00	20,700.00
Guard Rail Anchors, Type 1	10	Each	300.00	3,000.00
Rail End Pieces, Type C	8	Each	80.00	640.00
Extra for Asphalt Approaches	1	Each	175.00	175.00
			Subtotal	<u>\$ 78,500.60</u>
			Engineering	<u>9,812.40</u>
			Total	<u>\$ 88,313.00</u>

Length of Roadway
Cost of Roadway Per Mile

16.89 mi.
\$ 287,451.45

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway (Hood River Co.) 042	\$ 4,855,055.00	\$ 4,477,331.00	\$ 377,724.00
Guard Rail (Multnomah Co.) 044	88,313.00	81,442.00	6,871.00
Total	\$ 4,943,368.00	\$ 4,558,773.00	\$ 384,595.00

Reimbursement 100%

\$ 4,943,368 Public Law 97-424, S145

Group 1 98%
Contract No. 100% 9669 Group 2 - 2%
Prefix: 614-1999
Prefix: 626-1087

Sandy River-Mitchel Point
Nonparticipating-State Work

State Responsibility for Damages All Required

\$ 43,000.00



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 8, 1985
IN REPLY REFER TO

HFO-OR

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Oregon Project IR-84-2(5)15
Sandy River - Mitchell Point
Price Agreement No. 13

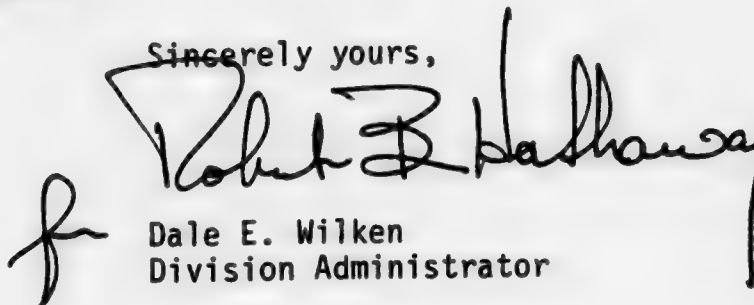
RECEIVED STATE HWY ENGR						
AUG - 9 '85						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					✓	

The subject price agreement which was submitted with Mr. Fredrickson's July 2, 1985 memorandum is being returned without approval. This decision is based on our policy not to participate in a second claim settlement based on similar type errors and/or acts beyond our control.

As you will recall we previously participated in a claim settlement on the Roberts Creek - Dillard Interhcnage project based on an alleged verbal commitment made by a Highway Department representative during the bidding process. Instructions could and should have been issued at that time to prevent similar occurences.

Ammended section 102.05 of your Standard Specification should reduce the potential of this type of error in the future. However, written instructions to all personnel would be desirable in providing an additional safeguard.

Sincerely yours,


Dale E. Wilken
Division Administrator

cc:
OSHD (C. O. Fredrickson, Const)
OSHD (G. Potter, Program)



HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

P

PROJECT NAME (SECTION) Sandy River-Mitchell Point		CONTRACT NO. 9669			
HIGHWAY Columbia River	COUNTY Multnomah & Hood River	PREFIX 626-1087			
CONTRACTOR'S NAME AND ADDRESS COMCO Construction, Oregon Ltd. dba Salem Road & Driveway Co. P. O. Box 768 McMinnville, OR 97128		F. A. PROJECT NO. IR-84-2(5)15			
		PRICE AGREEMENT NO. 13			
DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT: Confirmation notice of total increased construction costs resulting from the 1-inch concrete median barrier height and grout thickness revision of June 20, 1983. Approval Recommended as of _____					
PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3013A	Lump Sum Payment for the Concrete Median Barrier Height & Grout Thickness Revision	—	—	—	\$55,816.46
NOT APPROVED					
ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~XXXXXX~~ \$ 55,816.46					
SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS: Lump sum payment under this agreement to constitute full payment for all increased construction costs resulting from the 1-inch concrete median barrier height and grout thickness revision dated June 20, 1983.					
PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.		SUBMITTED BY PROJECT MANAGER		DATE	
SIGNED: <i>[Signature]</i>		<i>[Signature]</i>		6-7-85	
CONTRACTOR		APPROVAL RECOMMENDED BY REGION		DATE	
5-24-85		<i>[Signature]</i>		6-13-85	
DATE		NOTED OR APPROVED BY CONSTRUCTION		DATE	
APPROVAL RECOMMENDED BY LOCAL AGENCY		<i>[Signature]</i>		7-2-85	
DATE		INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.			
		T 688			

lin Harold



STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 19, 1985

FROM: *Marion Craft*
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: SANDY RIVER-MITCHELL POINT
Contract 9669

Attached is Price Agreement 13, which is to settle the grouting claim on this job. This claim is the result of changing the barrier height from 2'8" to 2'7", and substituting an extra inch of grout to maintain the same barrier top elevation and get a deeper drainage slot. Reid's transmittal gives the details of the timing of the changes.

Also attached is the subcontractor's letter to the contractor and his notice to file claim, attachment "A"; the contractor's letter to Reid informing him of the claim, attachment "B"; Walt Bartel's calculations and Bruce Walton's statement, attachment "C"; the contractor's breakdown of his claim, attachment "D"; supporting material costs, attachment "E"; and Reid's letter to the contractor dated May 21, 1985, attachment "F".

Tom Lowe is aware of this claim, was present at the first meeting we had at Cascade Locks on February 29, 1984, and is in agreement with this settlement.

Your approval of this Price Agreement is recommended, and if you have any questions let me know.

MC/gw
Attachment
cc Reid Meritt

CE... CAE... RECEIVED LS... TC...
COE... OM... SA... CC...
OE... JUN 20 1985 FE... CP...
CA... FOC...
CAM... CONSTRUCTION QCS...
EEO... SECTION FILE...



HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Sandy River-Mitchell Point		CONTRACT NO. 9669	
HIGHWAY Columbia River	COUNTY Multnomah and Hood River	PREFIX 626-1087	
NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE \$ 55,816.46	PROJECT AUTHORIZATION \$ 5,001,561.30	EST. PROJECT COST WITH ORDER \$ 5,100,000.00	OVERRUN 2 %
F.A. PROJECT NO. IR-84-2(5)15	TO ACCOMPANY (ORDER TYPE AND NUMBER) Price Agreement No. 13		
ESTIMATED STARTING DATE*	DATE WORK WAS STARTED* OR November 21, 1983	WORK OR CHANGE IS SUBSTANTIAL? ☒ YES ☐ NO	
SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) <i>W. Reid Meritt</i>	DATE 6-7-85	FOR ☐ REVIEW ☒ APPROVAL	SUBMITTED TO CONSTRUCTION BY REGION (SIGN)
WORK OR CHANGE HAS BEEN DISCUSSED WITH— Marion Craft		BY W. Reid Meritt	DATE 7-13-83 To Date
Don Adams, Final Design		BY Walter Bartel	DATE 2-15-84
Al Harwood		BY W. Reid Meritt	DATE 3-02-84
APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*— Marion Craft		BY Walter Bartel	DATE 2-29-84
Al Harwood		BY W. Reid Meritt	DATE 3-02-84
WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA — Tom Lowe		BY Walter Bartel	DATE 2-29-84
FHWA TENTATIVE APPROVAL OBTAINED FROM —		BY	DATE
FOR "PRICE AGREEMENTS"—			
"COST ESTIMATE," FORM 734-1877, IS ATTACHED:		☐ YES ☐ NOT APPROPRIATE	<u>See Attachments</u>
"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION:		☐ YES ☐ NOT APPROPRIATE	
COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section).		BY	DATE
APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section).		BY Bruce Walton	DATE 1-23-84
ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders").			
The original contract plans called for a modified concrete median barrier (2'-8" high—base of barrier being 1" higher than standard barrier) set on standard 1" grout pad. The concrete median barrier fabricator felt that the 1" increase in barrier height was going to require expensive rebuilding of existing standard concrete median barrier forms. It is confirmed that fabricator talked with personnel in Final Design Unit, suggesting that standard 2'-7" concrete median barrier be used and that grout pad be increased to 2" to achieve same final constructed dimensions. In the discussions, the fabricator received agreement with his suggestion and understood that revision would be made. Final Design personnel were only State personnel aware of this proposed revision. No plans or notice of this revision were given plan holders prior to bid opening. Consequently the fabricator quoted prices for a standard concrete barrier (2'-7" overall height) and contractors unit bid was based on the modified concrete barrier (2'-8" overall height) with a 1" grout pad. Bids for this project were opened on June 16, 1983. Revised plans of June 20, 1983 decreased the concrete median barrier member to			
☒ CONTINUED ON ADDITIONAL SHEET(S)			

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

WORK OR CHANGE ORDER SUPPORTING DATA

Sandy River Mitchell Point Section
Columbia River Highway
Contract No. 9669
Price Agreement No. 13

standard 2'-7" overall height and increased grout pad depth to 2". The concrete median barrier was constructed accordingly. Thus the reason for this price agreement.

It is understood that Mr. Marion Craft, Region Construction Engineer, has discussed this situation with Mr. O. B. Jackmond, who has recommended approval of this price agreement because of the circumstances related to this situation.

See attached computations and correspondence copies, labelled Attachments A thru F, inclusive.



Department of Transportation
HIGHWAY DIVISION

The Dalles, Oregon
May 21, 1985

In Reply Refer to
File No.

COMCO Construction, Oregon Ltd.
dba Salem, Road & Driveway Co.
P. O. Box 768
McMinnville, OR 97128

RE: Sandy River-Mitchell Point Sec.
Columbia River Highway
Contract No. 9669

Dear Sirs:

Here for your consideration is re-submittal of Price Agreement No. 13 for lump sum amount of fifty five thousand eight hundred sixteen dollars and forty six cents (\$55,816.46) as full compensation for all additional costs resulting from the 1-inch concrete median barrier height/grout depth revision dated June 20, 1983.

This price adjustment is based on an additional \$0.70 per Lineal Foot as requested in your letter of December 6, 1983 and ultimately justified in your subcontractors letter of May 7, 1985 and on the total length of the modified concrete medial barrier installed (\$0.70 per lin. ft. x 79,737.8 lin. ft. = \$55,816.46).

If the enclosed price agreement meets with your approval, please sign the original and two copies and return them to this office for further processing. The third copy may be retained by your office for your files.

If the price agreement is unacceptable to you, please return the unsigned agreement to this office with appropriate comments.

Respectfully,

W. Reid Meritt
Project Manager

cc: Marion Craft
Files

Attachment F

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

May 7, 1985

COMCO CONSTRUCTION OREGON, LTD.
P. O. Box 768
McMinnville, Oregon 97128

ATTENTION: Mike Flanagan

RE: Sandy River - Mitchell Point
O.S.H.D. Contract No. 9669

Gentlemen:

As per your request, below is the breakdown for labor rates by the hour:

Grp. 2 Laborer Base	\$13.19/hr.	\$14.19	Base
Plus Vacation	1.00	4.37	Taxes & Ins.
		3.87	Fringes
	\$14.19/hr.		
Taxes & Ins. = 30.8%	.308	\$22.43	Total Wage Grp. 2 Laborer ✓
	\$ 4.37/hr.		

Also, attached are six concrete tickets to substantiate the concrete barrier grout price. As indicated below, they average to \$ 73.92/C.Y.

$$\text{\$ 6,763.25} \div 91.5 \text{ C.Y.} = \text{\$73.92/C.Y.}$$

If I can be of further help, please let me know.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

Joseph R. Martin
Joseph R. Martin
Guardrail Division

Enclosures

cc: Reid Meritt

JRM/glp

RE 1/55 DE 1

FILE _____

We are a minority owned business enterprise.

Attachment E sheet 1 of 8 sheets

INVOICE NO.

A 43139 Hood River

Sand, Gravel, & Ready-Mix, Inc.

Sold To

Dist + Aggregates

Date 1-26-84

Address

Deliver To

1-84 Barrier Job.

Hood River, Or.

Test Cyl.

P.O. No.

Driver

TRUCK
NUMBER

Load No. 1

Total
Yards 8H.R. ☒ C.L. ☐ T.D. ☐ S.T. ☐ CHARGE ☒ CASH ☐

QUANTITY DESCRIPTION - MIX OR STRENGTH PRICE AMOUNT

8 Cu. Yds. Concrete Mix 95K Grout 13.00 504.00

% Calcium Chloride

ADDITIVES

HOT WATER

2.00 16.00

SKS. CEMENT

1 1/2 - 3/4 in 30 min 45.00 22.50

1 1/2 - 3/4 in 30 min 45.00 22.50

SPEEDOMETER READING

OUT

IN

Depart
TimeArrived
On Job 9:20Started
Unloading 9:30Completed
Unloading 10:20

TOTAL UNLOADING TIME 60 CHARGEABLE TIME

AFTER HOURS TIME, & SAT. TIME

WATER ADDED ON JOB

gals.

CUSTOMERS
INITIALS

WASHINGTON STATE SALES TAX (IF APPLICABLE)

Rec'd By

TOTAL

TERMS & CONDITIONS ON REVERSE SIDE

WHITE - OFFICE / GREEN - AUDIT / YELLOW - STATEMENT / PINK - CUSTOMER

INVOICE NO.

A 43157 Hood River

Sand, Gravel, & Ready-Mix, Inc.

Sold To

Dist + Aggregates

Date 1/26

Address

Deliver To

1-84 project

Test Cyl.

P.O. No.

Driver

TRUCK
NUMBER

Load No. 4

Total
Yards 32H.R. ☐ C.L. ☐ T.D. ☐ S.T. ☐ CHARGE ☐ CASH ☐

QUANTITY DESCRIPTION - MIX OR STRENGTH PRICE AMOUNT

8 Cu. Yds. Concrete Mix Grout 13.00 504.00

% Calcium Chloride

ADDITIVES

HOT WATER

2.00 16.00

SKS. CEMENT

1 1/2 - 3/4 in 30 min 45.00 87.75

1 1/2 - 3/4 in 30 min 45.00 87.75

SPEEDOMETER READING

OUT

IN

Depart
TimeArrived
On Job 1:53Started
Unloading 2:51Completed
Unloading 4:20

TOTAL UNLOADING TIME 147 CHARGEABLE TIME

AFTER HOURS TIME, & SAT. TIME

WATER ADDED ON JOB

gals.

CUSTOMERS
INITIALS

WASHINGTON STATE SALES TAX (IF APPLICABLE)

Rec'd By

TOTAL

TERMS & CONDITIONS ON REVERSE SIDE

WHITE - OFFICE / GREEN - AUDIT / YELLOW - STATEMENT / PINK - CUSTOMER

2630 OLD COLUMBIA RIVER DR. • HOOD RIVER OR. 97031 • (503) 386-1400 OFF. & RES.

A 43216 **Hood River**
Sand, Gravel, & Ready-Mix, Inc.

INVOICE NO. 29

Sold To Al Reed Date 1/31/85
Address 21st & Agg

Deliver To 1-84 project

Driver Al Reed Load No. 4 Test Cyl. P.O. No. Total Yards 29

TRUCK NUMBER #57 H.R. ☐ C.L. ☐ T.D. ☐ S.T. ☐ CHARGE ☐ CASH ☐

QUANTITY	DESCRIPTION - MIX OR STRENGTH	PRICE	AMOUNT
<u>5</u>	Cu. Yds. Concrete Mix <u>Grout</u>	<u>63.00</u>	<u>504.00</u>

% Calcium Chloride 315

ADDITIVES

HOT WATER 1 2.00 10.00

SKS. CEMENT 514.00

SPEEDOMETER READING

OUT IN

Depart Time 3:20 Arrived On Job 3:20 Started Unloading 3:25 Completed Unloading 3:50

TOTAL UNLOADING TIME CHARGEABLE TIME

AFTER HOURS TIME, & SAT. TIME

WATER ADDED ON JOB 10 gals. CUSTOMERS INITIALS

WASHINGTON STATE SALES TAX (IF APPLICABLE)

Rec'd By TOTAL

TERMS & CONDITIONS ON REVERSE SIDE

2630 OLD COLUMBIA RIVER DR. • HOOD RIVER OR. 97031 • (503) 386-1400 OFF. & RES.

A 43202 **Hood River**
Sand, Gravel, & Ready-Mix, Inc.

INVOICE NO. 16

Sold To Deix & Agg Date 1-31/85
Address

Deliver To 1-84 project

Driver H.C. Load No. 2 Test Cyl. P.O. No. Total Yards 16

TRUCK NUMBER #57 H.R. ☐ C.L. ☐ T.D. ☐ S.T. ☐ CHARGE ☐ CASH ☐

QUANTITY	DESCRIPTION - MIX OR STRENGTH	PRICE	AMOUNT
<u>8</u>	Cu. Yds. Concrete Mix <u>95K Grout</u>	<u>63.00</u>	<u>504.00</u>

% Calcium Chloride

ADDITIVES

HOT WATER 1 2.00 16.00

SKS. CEMENT 45.00 37.50

SPEEDOMETER READING

OUT IN

Depart Time 11:25 Arrived On Job 11:25 Started Unloading 11:30 Completed Unloading 12:45

TOTAL UNLOADING TIME CHARGEABLE TIME

AFTER HOURS TIME, & SAT. TIME

WATER ADDED ON JOB 5 gals. CUSTOMERS INITIALS

WASHINGTON STATE SALES TAX (IF APPLICABLE)

Rec'd By TOTAL

TERMS & CONDITIONS ON REVERSE SIDE

INVOICE NO. 1

A 43210 Hood River

Sand, Gravel, & Ready-Mix, Inc.

Sold To Dirt and Gravel Date 1-31-84

Address

Deliver To I-84

Test Cyl. P.O. No.

Driver Earl Load No. 3 Total Yards 24

TRUCK NUMBER 57 H.R. C.L. T.D. S.T. CHARGE CASH

QUANTITY DESCRIPTION - MIX OR STRENGTH PRICE AMOUNT

8 Cu. Yds. Concrete Mix Grout 63.00 504.00

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8 Cu. Yds. Concrete Mix Grout 63.00 504.00

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8 Cu. Yds. Concrete Mix Grout 63.00 504.00

QUANTITY DESCRIPTION - MIX OR STRENGTH PRICE AMOUNT

8 Cu. Yds. Concrete Mix Grout 63.00 504.00

INVOICE NO. 1

A 43199 Hood River

Sand, Gravel, & Ready-Mix, Inc.

Sold To Dirt & Gravel Date 1/31

Address

Deliver To I-84

Test Cyl. P.O. No.

Driver Keith Load No. 1 Total Yards 8

TRUCK NUMBER 59 H.R. C.L. T.D. S.T. CHARGE CASH

QUANTITY DESCRIPTION - MIX OR STRENGTH PRICE AMOUNT

8 Cu. Yds. Concrete Mix Grout 63.00 504.00

QUANTITY DESCRIPTION - MIX OR STRENGTH PRICE AMOUNT

8 Cu. Yds. Concrete Mix Grout 63.00 504.00

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QUANTITY DESCRIPTION - MIX OR STRENGTH PRICE AMOUNT

8 Cu. Yds. Concrete Mix Grout 63.00 504.00

QUANTITY DESCRIPTION - MIX OR STRENGTH PRICE AMOUNT

8 Cu. Yds. Concrete Mix Grout 63.00 504.00

Attachment E sheet 5 of 8 sheets.

WHITE - OFFICE / GREEN - AUDIT / YELLOW - STATEMENT / PINK - CUSTOMER

11:00
Sold To
Address
Deliver To

Sand, Gravel, & Ready-Mix, Inc.
Dirt & Aggregate
1-84 Freeway

Date 2-2-84

H.R. One
Driver K.C. & Assoc.
Truck Number 55

Load No. 2
H.R. C.L. T.D. S.T. CHARGE CASH

QUANTITY DESCRIPTION - MIX OR STRENGTH PRICE AMOUNT

5 Cu. Yds. Concrete Mix 95K Grout, 63.00 315.00

% Calcium Chloride

ADDITIVES

HOT WATER 2.00 10.00

SKS. CEMENT 45.00 41.25

11.00 36.60

11.00 36.60

11.00 36.60

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11.00 36.60

8:00
Sold To
Address
Deliver To

Sand, Gravel, & Ready-Mix, Inc.
Dirt & Aggregate
1-84 Freeway

Date 2-2-84

H.R. One
Driver Keith
Truck Number 57

Load No. 1
H.R. C.L. T.D. S.T. CHARGE CASH

QUANTITY DESCRIPTION - MIX OR STRENGTH PRICE AMOUNT

5 Cu. Yds. Concrete Mix 95K Grout, 63.00 315.00

% Calcium Chloride

ADDITIVES

HOT WATER 2.00 10.00

SKS. CEMENT 45.00 28.50

11.00 353.50

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INVOICE NO. 4

A-43380 Hood River
9:00 Sand, Gravel, & Ready-Mix, Inc.

Sold To Dirt & Aggregate Date 2-17-84

Address

Deliver To 1-84 Freeway By Kinto area

Driver Keith H.B. Ore, Test Cyl. Load No. 1 P.O. No. Total Yards 6

TRUCK NUMBER 57 H.R. X C.L. T.D. S.T. CHARGE CASH

QUANTITY 61 Cu. Yds. Concrete Mix 95K Gravel 63.00 409.50

% Calcium Chloride

ADDITIVES

HOT WATER

SKS. CEMENT

5%

SPEEDOMETER READING

OUT IN

Depart Time Arrived On Job Started Unloading Completed Unloading 9:00 9:04 10:30

TOTAL UNLOADING TIME 90 CHARGEABLE TIME 44 45.00 33.00

AFTER HOURS TIME, & SAT. TIME

WATER ADDED ON JOB 5 gals. CUSTOMERS INITIALS

WASHINGTON STATE SALES TAX (IF APPLICABLE)

Rec'd By TOTAL 442 50

TERMS & CONDITIONS ON REVERSE SIDE

WHITE - OFFICE / GREEN - AUDIT / YELLOW - STATEMENT / PINK - CUSTOMER

INVOICE NO. 4

A-43391 Hood River
9:00 Sand, Gravel, & Ready-Mix, Inc.

Sold To Dirt & Egg Date 2/21/84

Address

Deliver To 1-84 project

Driver Keith H.B. Ore, Test Cyl. Load No. 1 P.O. No. Total Yards 4

TRUCK NUMBER 459 H.R. X C.L. T.D. S.T. CHARGE CASH

QUANTITY 4 Cu. Yds. Concrete Mix 95K Gravel 63.00 252.00

% Calcium Chloride

ADDITIVES

HOT WATER

SKS. CEMENT

SPEEDOMETER READING

OUT IN

Depart Time Arrived On Job Started Unloading Completed Unloading 9:00 9:05 10:47 25

TOTAL UNLOADING TIME 87 CHARGEABLE TIME 54 75 44

AFTER HOURS TIME, & SAT. TIME

WATER ADDED ON JOB 12 gals. CUSTOMERS INITIALS

WASHINGTON STATE SALES TAX (IF APPLICABLE)

Rec'd By TOTAL 296 25

TERMS & CONDITIONS ON REVERSE SIDE

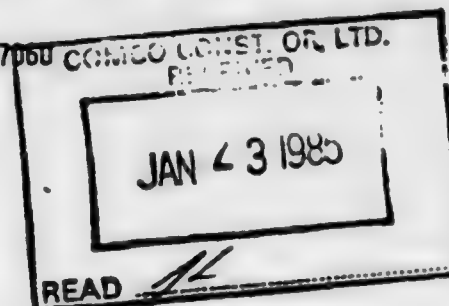
WHITE - OFFICE / GREEN - AUDIT / YELLOW - STATEMENT / PINK - CUSTOMER

Attachment E

Sheet 6 of 8 sheets

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093



January 18, 1985

Comco
P.O. Box 805
McMinnville, OR 97128

Re: Sandy River - Mitchell Point
Contract #9669

Attn: Mr. Alan Hay

Gentlemen:

Per your request the cost breakdown on the 1" of extra grout under the concrete barrier is as follows:

MATERIAL

551 cubic yards grout @ \$73.00	=	\$40,223.00
Markup 15%	=	<u>6,033.00</u>
		\$46,256.00

LABOR

1 - Laborer @ \$179.20 per day		
x 55 days	=	\$ 9,856.00
(82469 LF ÷ 1500 LF per day = 55 da)		
Markup 20%	=	<u>\$ 1,971.00</u>
		\$11,827.00
TOTAL COST		\$58,083.00

Unit Cost: \$58,083 ÷ 82469 LF = .70/LF

If there are any further questions, please call.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

Joe Martin
Joe Martin
Guard Rail Div. Mgr.

JM:ele

1-23-84
WALTON

FILE _____

WALT BARTEL

SANDY RIVER - MITCHELL POINT
CONTRACT #9669

WE HAVE REVIEWED THE INCLOSED WORK SHEETS AND
AGREE WITH YOUR CALCULATIONS. WE ALSO NOTE THAT
YOU ARE TAKING A CREDIT FOR LABOR & EQUIPMENT COST
ON PLACEMENT OF CONCRETE, WE FEEL THAT THIS COULD BE
OMITTED IF IT BECOMES A HARD NOGATION POINT. THE
COST AS CALCULATED EXCLUDING THE CONCRETE CREDIT
CAN BE USED AS A STARTING POINT. WE COULD SUPPORT A
COST OF THE \$57,728.50 AS REQUESTED BY THE CONTRACTOR.
IF YOU HAVE ANY QUESTIONS PLEASE CALL

BRUCE WALTON
COST ANALYSIS.

6-24-85

551 c.y extra grout required @ \$70/c.y. = 38,570 + 10% handling = \$42,427

@ placement of 6 c.y / hour, requires 92 additional hours.

Foreman, 4 laborers, pickup, flatbed, grout pump.

\$130

\$8

\$14

\$14

= \$166/hr

= \$15,272

\$57,699

PA c.k. Ken Kamsal
6-24-85

Att. 1... to cost info sheet

Q 306 S. 2. River - 1st - 2nd

BY L. Portal 1/09 1984 CHECKED BY

19 BACKCHECKED BY

9669

REFER DWG. NOS.	FIELD BOOK NO.	PAGE	TOTALS
EXTRA FOR GROUT UNDER BARRIER			
CONTRACT QUANTITY = 82,469 L.F.			
1" OF GROUT = Width x Length x Depth ÷ 27			
= (2'-2") (82,469 L.F.) (1/12) ÷ 27			
= 551.49 C.Y. ✓			
MATERIAL COSTS/CY: Grout - \$70.00/C.Y.			
Concrete - \$45.00/C.Y.			
Cost of Grout = (551.49 C.Y.) (\$70.00/C.Y.) = \$38,604.32 ✓			
Less Cost of Concrete = (551.49 C.Y.) (\$45.00/C.Y.) = - 24,817.05 ✓			
TOTAL INCREASE MATERIAL COSTS = \$13,787.27			
CONTRACTOR'S REQUEST = \$0.70/L.F. (82,469 L.F.) = \$52,728.30 ✓			
CREDIT CONCRETE AMT. = - 24,817.05 ✓			
Labor & Equipment Costs = \$32,911.25 ✓			
Cost/C.Y. = \$32,911.25 ÷ 551.49 C.Y. = \$59.68 ✓			
Cost/L.F. = \$32,911.25 ÷ 82,469 L.F. = \$0.40 ✓			
CONTRACT UNIT BID PRICE = \$13.25/L.F. ✓			
MATERIAL ON-HAND = 8.60/L.F. (Barrier)			
LABOR & EQUIPMENT \$4.65/L.F. ✓			
PLAN ESTIMATED GROUT COST = .85/L.F. (1,004 C.Y. @ \$70/C.Y.) = $\frac{1004 \text{ C.Y.} \times \$70.00}{82469 \text{ L.F.}}$			
SUBTOTAL \$3.80/L.F. ✓			
PAINTING COST = 1.50/L.F. (From Appx)			
\$2.30/L.F. ✓			
Crane w/Operator = \$.37/L.F. (ESTIMATED PRODUCTION RATE = 1,200 L.F./DAY) (\$5/Hr)			
2 Laborers & 1 Foreman = .54/L.F. (Installation Labor + Pickup)			
\$1.39/L.F. ✓			
15% Prof. & Overhead = (.7057/L.F.) (\$3.80)			
GROUT LABOR & EQUIP. = \$0.82/L.F. ✓			
Sheet Total			

Attachment sheet 2 of 4 sheets

NAME OF JOB Interchange Point

BRIDGE NO. _____

DATE BY 1/09 1984 CHECKED BY _____

BACKCHECKED BY _____

19

TRACT
M NO.

REFER DWG. NOS. _____

FIELD BOOK NO. _____

PAGE _____

TOTALS

Labor & Equipment Cost/L.F. for grout installation = $\$0.82/\text{L.F.}$

ESTIMATED PLAN GROUT QUANTITY = $1,004 \text{ C.Y.}$

ADDITIONAL GROUT REQUIRED = 551.5 C.Y.

TOTAL = $1,555.5 \text{ C.Y.}$

% INCREASE = $\left(\frac{1,555.5}{1,004} - 1 \right) (100) = 54.93\%$

EXTRA FOR LABOR & EQUIPMENT = $(\$0.82/\text{L.F.})(54.93\%) = \$0.45/\text{L.F.}$

CREDIT FOR LABOR & EQUIPMENT IN CONCRETE BARRIER CONSTRUCTION
FOR 1" HEIGHT DECREASE

CONCRETE BARRIER SECTION = $2.991 \text{ FT}^2 (12\frac{1}{2}') = 37.39 \text{ C.F.}$

WITH A 3" CURB FACE

1" OF CURB HEIGHT = $0.181 \text{ FT}^2 (12\frac{1}{2}') = 2.26 \text{ C.F.}$

MATERIAL-ON-HAND = $\$8.60/\text{L.F.}$

CONCRETE = $\frac{(37.39/27)(\$45.00)}{12.5} = \$4.99/\text{L.F.}$

LABOR & EQUIPMENT = $\$3.41/\text{L.F.}$

% REDUCTION = $\left(\frac{2.26 \text{ C.F.}}{37.39 \text{ C.F.}} \right) (100) = 6.04\%$

CREDIT FOR LABOR & EQUIPMENT = $(\$3.41/\text{L.F.})(6.04\%) = \$0.22/\text{L.F.}$

INCREASED MATERIAL COST =

$\$13,787.25$

INCREASED LABOR & EQUIPMENT COST (GROUT) =

$37,446.33$

CREDIT LABOR & EQUIPMENT COST (CONCRETE) =

$-19,143.18$

$\$52,750.40$

0.397

$26,330.12$

Sheet Total

Attachment C - 1st of 4 sheets

10 PART 1 1/02 1984 CHECKED BY

19 BACKCHECKED BY

19

REFER DWG. NOS.:

FIELD BOOK NO.

PAGE

TOTALS

SUPPORTING DATA: CONTRACTOR'S EQUIPMENT

CRANE: P & H

42264

20 TON CAPY.

4 WHEEL DRIVE

ROUGH TERRAINE

GROUT PUMP: WISCONSIN

MODEL YH40

SPEC. NO. 321284

SERIAL NO. 5950070

Sheet Total

Attachment C sheet 4 of 4 sheets



ROAD-DRIVEWAY CO.

P.O. BOX 603 / SALEM, OREGON 97308 / (503) 585-5656

December 6, 1983

Reid Meritt
Project Manager
3313 NE Frontage Road
The Dalles, OR 97058

Re: Dirt & Aggregate
OSHD Contract #9669

Dear Reid:

Enclosed please find copy of letter from our subcontractor, Dirt & Aggregate Interchange, Inc., with regards to grout paid under the concrete barrier.

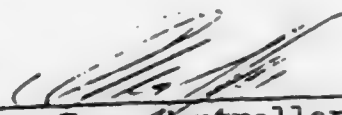
They are claiming the bidding plans were not the same as the ones issued at the pre job, therefore, an additional \$.70/lf is being requested.

They would like also to set up a meeting to discuss the difference in elevation.

Please get back to us as soon as possible with a meeting time and date.

Sincerely,

COMCO CONSTRUCTION, OREGON LTD.
dba Salem Road & Driveway Co.

By 
Alan Hay, Controller

lm

Enclosure

Attachment R

DIRT & AGGREGATE INTERCHANGE, INC.

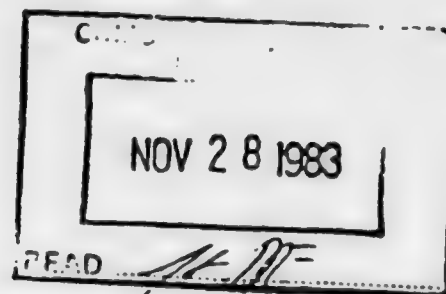
GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

November 21, 1983

SALEM ROAD & DRIVEWAY
P. O. Box 603
Salem, Oregon 97308

ATTENTION: Jay Compton

RE: Sandy River-Mitchell Point
O.S.H.D. Contract No. 9669



Gentlemen:

The contract plans that were used to bid the above mentioned project called for a 1" grout pad under the concrete barrier.

The plans that we received at the pre job conference showed a 2" grout pad.

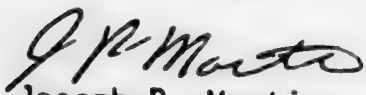
Our price for the additional grout in place would be \$.70/lin. foot of concrete barrier.

We have also encountered a difference of elevation in the paving between the East bound and West bound lanes at the centerline, some as much as 6 inches.

It is not shown this way on the plans and we feel that some compensation is due. We would like to discuss this at your earliest possible convenience.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.


Joseph R. Martin
Guardrail Division

JRM/glp

We are a minority owned business enterprise.

Att. Encl. A



Department of Transportation

HIGHWAY DIVISION

CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310

PHONE: (503) 378-6318

DATE: June 27, 1985

In Reply Refer to
File No.:

Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: *C. O. Fredrickson*
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-84-2(5)15

Contract 9669, Work Completed April 5, 1985

Project Sandy River-Mitchell Point

Highway Columbia River

County Multnomah and Hood River

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 28, 1985

D. E. Wilken
Dale E. Wilken
Division Administrator

BMW:mk

cc: H. S. Coulter ✓
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

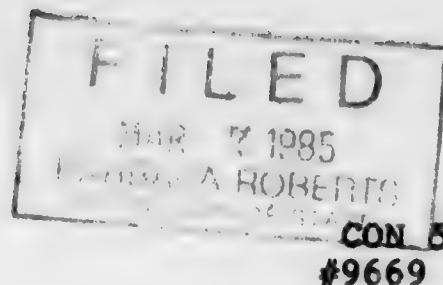
RECEIVED STATE HWY ENGR							
JUL 18 '85							
REFER TO							
FOR							
Info	Invt	R/D	D/R	Sign	Act	File	

NOTED
H.S.COULTER

CE	CAE	RECEIVED	LS	TC
COE	OM		SA	CC
OE		JUL 16 1985	FE	CP
CA			PQC	
CAM		CONSTRUCTION	QCS	
EEO		SECTION	FILE	

CL 1985-0047

March 6, 1985



Coral Sales Company
P.O. Box 577
Clackamas, OR 97015

Gentlemen or Ladies:

This will acknowledge your letter of February 18, 1985, filing a claim against the following Highway Division contract:

FILED BY: Coral Sales Company
AMOUNT: \$5,262.20
FOR: Delineator materials
AGAINST (Prime contractor) Comco Const. Oreg. Ltd.
dba Salem Road and Drive-
way Co.
SUBCONTRACTOR J. & J. Fencing Company
CONTRACT NO.: 9669
PROJECT: Sandy River-Mitchell
Point Section, Columbia
River Highway, Multnomah
and Hood River Counties
SURETY: United Pacific Insurance
Company
AGENT: Hansen & Rowland, Inc. of
OR

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

3-20-85 ja

Coral Sales Company

Page 2

March 26, 1985

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED

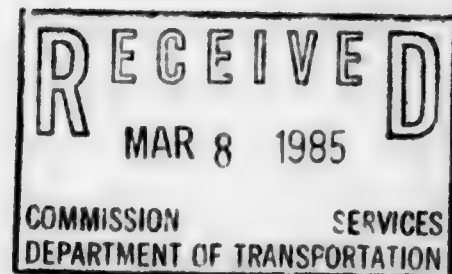
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Comco Const. Oreg. Ltd.
dba Salem Road & Driveway Co.
P.O. Box 603
Salem, OR 97308

United Pacific Insurance Co.
Bond Department
33405 - 8th Ave. S. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt
of the attached claim on the enclosed copy of
this letter. ✓



Coral Sales Company

P.O. BOX 577
CLACKAMAS, OREGON 97015

February 18, 1985

Mr. Robert Gormsen
Commission Services
Transportation Building
Salem, Oregon 97310

RE: OSHD Contract 9669, Sandy River - Mitchell Point

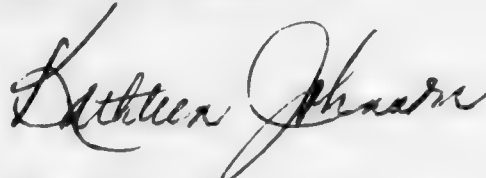
Mr. Gormsen:

This letter is to notify the State of Oregon that the undersigned, an Oregon corporation, has not been paid for Delineator materials for the above described project.

We have not been paid for \$5,262.20, the amount due from J & J Fencing Company, subcontractor to the Prime, J.C. Compton.

Notice is hereby given that the undersigned has a claim for said sum retained by said public body as a trust fund for the protection and payment to the undersigned.

CORAL SALES COMPANY



By Kathleen Johnson
Office Manager

KJ/kf

cc: J.C. Compton
J & J Fencing
United Pacific Insurance



Coral Sales Company

[REDACTED]
[REDACTED]
P.O. BOX 577
CLACKAMAS, OREGON 97015

December 12, 1984

J.C. Compton Company
P.O. Box 786
McMinnville, Oregon 97128

Gentlemen:

We are pleased to advise you that on December 3, 1984, we commenced to deliver materials for use on

OSHD Contract 9669, Sandy River - Mitchell Point

These materials were delivered on the order of J & J Fencing, subcontractor on this project.

We take this opportunity to advise you of this fact in line with our policy to keep contractors fully informed of any delivery of material or supplies for which they and their surety will be held responsible for payments.

Very truly yours,

CORAL SALES COMPANY

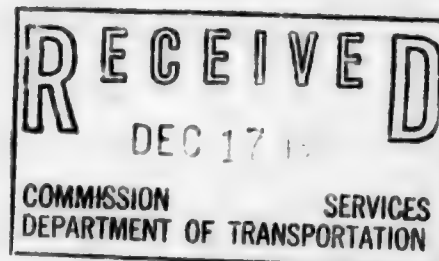
By

Kathleen Johnson

Its

Kathleen Johnson
Office Manager

cc: J & J Fencing Company
cc: Oregon State Highway Department
Mr. Robert Gormsen
Commission Services
Transportation Building
Salem, Oregon 97310
cc: United Pacific Insurance Company
33405 - 8th Avenue South
C-3000
Federal Way, Washington 98003



*10. KSP. m.c.
(K)*

1-84

ROAD DESIGN SECTION

DES 16

Bryant Jackmond
Contract Administration Engineer

October 10, 1984

Donald R. Adams
Final Design Engineer

Concrete Median Barrier
Sandy River-Mitchell Point Section
Columbia River Highway
Multnomah and Hood River Counties

Attached are handwritten memos from the three individuals and myself who were somewhat involved in this project and the decision to modify the concrete median barrier.

One point may need some explanation. In Frank Roberts' notes, he comments about a June 13, 1983 request to modify the barrier height and the grout thickness. He did make those modifications and the revised detail sheets were transmitted to the Construction Office under cover letter dated June 20 and signed by Lyle Watson.

Unfortunately, most of the comments made are the best recollections of the people at the time the event occurred and represent our best possible efforts to respond to your questions. If you have any more questions for clarification, please give us a call.

DRA:ja

Enc.

1	Versteeg	✓	RECEIVED	
	Anderson			
	Adams			
	Mcneab		OCT 11 1984	Do Not File ☐
	Edwards			Return To
	Terpin			Bring Up
	Trout	✓	ROAD DESIGN SECTION	Action
	Wackerlig	✓		

10.4 '84

Sandy River - Mitchell Point
Columbia River Hwy.
Multnomah & Hood River Cos.

17V-83

Subject: Concrete Median Barrier

The standard concrete median barrier had been increased 1" in height & was set on 1" of grout & was titled "modified" on original contract plans. Original designer B. Whitby.

On 6, 13 '83 I was requested to decrease the barrier height 1", which would make it the same as the standard design, & use 2" of grout at the base. This was my only involvement.

The original barrier design for height, grout pad thickness & drain slot width was between B. Whitby & H. Versteeg.

Frank Roberts

Modified Median Barrier
SANDY RIVER-MITCHELL POINT

10-5-84

Following is my best recollection of what transpired on the modified concrete median barrier on the subject project:

After it was determined that concrete median barrier should be used, it was necessary to decide what should be done to handle the median drainage. Either scuppers or a storm sewer system with inlets could be used for the median drainage. Scuppers were selected but it was decided they should be larger than the standard ones. To accomodate larger scuppers the design of the vertical face of the barrier was changed from three inches to four inches. To accomplish this the precast barrier unit was to be three inches high instead of the normal two inches.

A short time before the bid opening one of the suppliers of concrete barrier called me and said that to make the barrier with the vertical face an inch higher would require them to modify their steel forms and would be a large expense to them. He asked if it would be satisfactory to add an extra inch of grout instead of making the barrier an inch higher. I discussed this with the Final Design Section and with Specifications. There was no objection from them to using an extra inch of grout so I called the concrete barrier supplier back and told him that either making the precast unit one inch higher or making the grout pad one inch higher would be acceptable to the State.

Richard Dorn

Memo to File
D.R. Bedford
10-3-84

Modified Median Barrier
Sandy River - Mitchell Point

My initial involvement with this subject was, in my recollection, a conversation I had with Dick Dorn, my predecessor.

He stated it had been decided to obtain the additional 1" vertical face height by using extra depth grout and not calling for extra height barrier. This was to accommodate a 3" scupper the field requested. I think this occurred in or around the latter part of May, first part of June 1983, although I have no documentation on this.

Mike Flynn of Concrete Barrier Products, the supplier, called Dick Dorn for information on the additional 1" grout. Dick gave me the message to handle as he had subsequently transferred to County-City unit. This on about 2-14-84.

Information regarding this subject is as chronicled on the attached sheets.

2-14-84

Don Adams

Modified Median Barrier
Sandy River - Mitchell Pt.

Need to discuss subject barrier @ your earliest convenience.

A dispute has arisen between the supplier, Concrete Barrier, Mike Flynn & Project Manager Reid Merritt concerning pymt. for add'l grout to obtain modified height in lieu of changing forms to obtain height. I believe this issue was discussed between yourself, Region 1 & Dick Dorn.

Don Bedford

Don Bedford 2/21

Mike Flynn says he was told by either you or Dick to Bid the job based on 31" high barrier. I think suppliers need to be reminded to bid the job as the plans show or as modified in writing to all bidders. He seemed to understand the bidding problem & thought something was coming out to change job. Nothing came out.

Told him to work there P.M.

Don

Don Adams

F.D.E.

from Don Bedford 2-16-84⁴

Modified Median Barrier
Sandy River - Mitchell Point

Mike Flynn of Concrete Barriers returned my call on 2-16-84 in regard to the subject project.

He brought out some interesting & I think pertinent points.

1. Prior to bidding, the issue of providing the additional 1" height to allow for a 3" scupper was discussed with him. @ that time the point was made of the additional costs for form changes to get the additional height, plus concrete.
 2. As a result of these discussions, the detail was changed to get the additional 1" by adding grout.
 3. Mike stated that both his firm & Utility Vault submitted ~~Bids~~ prices to the prospective contractors based on standard barrier configuration. These prices did not include any extra for concrete or forming.
- He then stated the additional money for grout should cover the total cost for the modified barrier design & would have been approximately the same or more had they ~~then~~ ^{been} bid based on the additional concrete required, the additional forming required & then have to again redo their forms to our standard configuration.

I tend to agree with Mike's analogy & analysis, since I recall a conversation I had with Dick Oorn wherein he stated they could get the add'l 1" height by adding grout. This was the discussion I referred to when we previously discussed this. He mentioned both local suppliers were notified.

Mike wanted to arrange a meeting to discuss this. I told him that communications would normally be handled by the Project Manager. I suggested he discuss these additional points with you, then with the contractor & project manager depending on your response.

In summary, his point is the additional money for grout basically covers the cost of the modified barrier by whatever method was used. ~~that~~

Bid Awarded 6-2-83

82,469 lin. ft.

13.25/lin. ft.

\$ 1,092,714.15

Plan Change 6-20-83

50,000 add'l grout
(1")

\$24,000 credit for

less concrete (1")

(approx 2.2%) of total ~~amount~~
bid.

This the basis of claim
by contractor. Info from Walt Bartel

17V-83

Call into 7 2-15-84

Mike Flynn

Conc. Products

635-8338

Explain reason for extra

Reid Meritt ^{grout?}

Project Manager

296-2800

DATE: October 2, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: HFO.1-OR
Sandy River - Mitchell Point
PA 8 Rev., Contract No. 9669

By August 16 letter you agreed to participate in a plant mix seal on a pro-rata basis. You intended excluding the Saturday paving during October and November 1983.

We determined that 5,142 tons were placed on two Saturdays during that period. This amounts to 4.36 percent of the 117,860 total tonnage on this project.

This means we will expect participation on 95.64 percent of the seal which we currently expect to contract in 1985.

GW:mk sl

cc H. S. Coulter

Robert N. Bothman - Please program this seal as stage construction of Project IR-84-2(5)15.

E. L. Hardt - If you haven't already done so, Please submit the necessary programming documents.

C. O. Fredrickson



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

August 16, 1984
IN REPLY REFER TO
HFO.1-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

IR-84-2(5)15
Sandy River - Mitchell Point
Columbia River Highway
Contract 9669, Price Agreement No. 8 Revised

Mr. Fredrickson's memorandum dated July 5 explains several benefits to the public resulting from allowing the contractor to pave on Saturday, during October and November of 1983. These benefits are valid, however, I feel the detrimental effect of late season asphaltic concrete paving out weighs the benefits.

FHWA's position in this matter was clearly communicated to State, project, region and construction section personnel in October of 1983. The State elected to allow Saturday paving anyway.

The riding surface of the new AC pavement constructed during October and November of 1983 experienced considerable surface raveling. Due to the raveling an open graded plant mix seal is planned for all the AC paved in October and November of 1983.

I agree with your engineers that this seal is necessary to correct the extensive surface erosion or raveling which in turn resulted from the late season paving.

WES
TAA

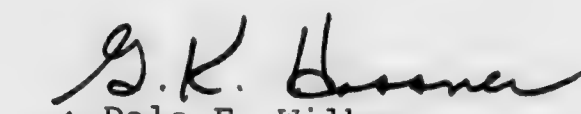
RECEIVED STATE HWY ENGR						
AUG 17 '84						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Mr. H. S. Coulter, 8/16/84

2

The contract allowed late season paving during the work week. Therefore, I agree to permit Federal participation in the plant mix seal on a pro-rated quantity of AC paved during the work week, during October and November of 1983. The State's agreement to fully fund the seal on a pro-rated share of AC paved on Saturdays in the Fall of 1983 is a condition of FHWA approval of the subject price agreement.

Sincerely yours,


Dale E. Wilken
for
Division Administrator

cc:
OSHD (C O Fredrickson)
OSHD (G Potter)



STATE OF OREGON

INTEROFFICE MEMO

TO: C. Fredrickson
Construction Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Sandy to Mitchell Pt. Sec.
Columbia River Hwy #2

DATE: July 6, 1984

In response to your telephone request, we have investigated the traffic composition on weekends in the subject area. The weekend data on commercial vehicles is almost nil, but it is estimated that although the weekend total traffic is slightly higher than the weekday traffic, the truck traffic would be approximately 50% to 70% of the weekday trucks. It is estimated that an influx of RV traffic would occur eastbound Friday evening and Saturday AM, and westbound Sunday.

It is not expected that this level of traffic would introduce any unworkable conditions while operating within the 3 PM cutoff time.

L. E. George
Traffic Engineer

RW:ps

CE	CAE	RECEIVED	LS	TC
COE	OM		SA	CC
CA		JUL 06 1984	FE	
CAM			MA	
CP		CONSTRUCTION	QCS	
EEO		SECTION	FILE	

DATE: July 5, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson P.E., P.L.S.
Construction Engineer

Federal-aid Project
No. IR-84-2(5)15

SUBJECT: Request Change Order Approval

Contract 9669 Price Agreement No. 8 Revised
Project Sandy River - Mitchell Point
Highway Columbia River
County Multnomah and Hood River

Attached is Price Agreement No. 8 revised on the above project. This agreement amends Section 104.05 of the Special Provisions and permits the contractor to place asphaltic concrete on Saturdays during October and November 1983, except that no traffic lanes shall be closed to traffic after 3:00 p.m. on Saturday.

By allowing this work on Saturday, the traveling public benefited from the additional length of resurfacing that was available; the additional concrete median barrier that was installed in a permanent position. Also, traffic counts indicated no negative impact by this paving. This is only for the fall season of 1983, and if required for 1984 season will be considered a separate issue.

Your concurrence to this revised Price Agreement is requested.

HM:lm

Attach.

71



STATE OF OREGON

INTEROFFICE MEMO

TO: Jerry Wimer
Assistant Construction Engineer

FROM: *J. H. Versteeg*
Road Design Engineer

SUBJECT: Traffic Restrictions Paving Projects

DATE: July 3, 1984

Friday and Saturday paving restrictions can be a key part of the direction and protection of traffic as developed by the Final Design unit. These restrictions do place some controls on the contractor's operation. We consider these restrictions a direct cost for the protection of the travelling public.

There may be some projects where these weekend paving restrictions are unrealistic. In those instances where these restrictions are lifted there should be a reasonable adjustment in the unit prices. We would appreciate being advised when these paving restrictions are deleted from current or future paving projects.

REFERRED TO

..... Mann Cuno Henry
..... Eriksen Dayton
..... Baker Anderson *OA*
..... King Bedford Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

JHV:bn

cc: Region Engineers
Paving Committee

*cc. Hal Versteeg - Construction authorized on
PA's on the following projects. Contractor
pays overtime. Public receives earlier
completion and more first season pavement
curing. Considering that our newer paving
specifications limit the paving season, we
shouldn't preclude Saturday paving unless
traffic necessitates.*

SectionHeavyContract

Blue Mtn - Elgin Weston - Elgin 9334 *
Iron Butte - Fremont The Dalles - Col 9774 *
Pance Cr - Cottonwood Cr John Day - Burns 9756
Sandy R - Mitchell R Columbia R 9669 *
Westbound only until 3 PM Saturday - No paving either direction after 3 PM Sat

CAE RECEIVED IS TC
COE OM SA CC
CA JUL 06 1984 FE
CAM MA
CP CONSTRUCTION QCS
LEO SECTION FILE

*cc. H. H. Patterson - Please forward's to Wimer
Region correspondence regarding these (XX) 3
to Versteeg*



STATE OF OREGON

INTEROFFICE MEMO

TO: JERRY WIMER
Contract Operations Engineer

DATE: July 2, 1984

FROM:

Marion Craft

MARION CRAFT
Metro Region Construction Engineer

SUBJECT:

SANDY RIVER-MITCHELL PT.
COLUMBIA RIVER HIGHWAY
CONTRACT NO. [REDACTED]

Attached is a request from the contractor dated June 13, 1984 for permission to pave on Saturdays during the 1984 paving season. He lists three reasons for the request and there is some validity to the reasons listed. I was not able to get any breakdown of the percentage of trucks on Saturday versus the percentage for the rest of the week, but, realistically, there probably are fewer heavy trucks on the road on Saturday and Sunday.

From a traffic operations viewpoint, the attached hourly breakdowns show that Saturday paving, especially if limited to about 3 PM, should not cause any serious problems. If we do allow Saturday paving, we should stipulate that permission could be revoked if, in the opinion of the engineer, traffic is being unreasonably held up.

Your recommendation is needed.

cc Marion Craft — Matter discussed with Jim Ince and Dave Weaver. Weaver's letter to follow. It will cover generally trucks, traffic and recreation vehicles. Also hourly volumes. We shouldn't allow lane restrictions:

MC/cp
Attachments
cc Reid Meritt

*Fridays (2 day before holidays) after 3 PM
Saturdays*

*Eastbound
Westbound
Sundays & Holidays*

*Anytime
After 3 PM
Anytime*

From this you can allow westbound paving on Saturdays before 3 PM based on:

- 1) Earlier barrier completion*
- 2) Less overall time traffic exposed to a construction area*
- 3) More summer curing weather after paving completion*

Be sure to reserve right to revoke if traffic held up 1/2 hr.

CE	CAE	RECEIVED	LS	TC
COE	COM		SA	CC
CA		JUL 03 1984	FE	
CAM			MA	
CP		CONSTRUCTION	OCS	
EEO		SECTION	FILE	



STATE OF OREGON

Highway Construction

378-6318

INTEROFFICE MEMO

TO: TO THE FILES

DATE: June 29, 1984

ORIGINAL SIGNED BY GERALD WIMER

FROM: Gerald Wimer
Construction Operations Engineer

SUBJECT: Friday and Saturday Traffic Restrictions

I met with FHWA Area Engineer Dave Carter and District Engineer Glenn Hossner this a.m. about modifying Special Provision 104.05 on several projects where Friday and Saturday traffic restrictions should not have been included from a traffic and construction season viewpoint. Mr. Hossner agreed the traffic restrictions were not justified, but he wanted a monetary adjustment.

After pressing, he suggested, without assuring approval, to submit the Price Agreements with:

1. A strong finding in the public interest to make the change (at no cost).
2. A reserved right on the Price Agreement to cancel without cost to the State if traffic or other reasons subsequently necessitated.
3. A promise to better review future Special Provisions. Bryant Jackmond has initiated this review.

JW:mk

cc: Pat Schwartz
Region Construction Engineers
Steve Macnab
Herm Mitzel ✓

JW/M28



HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Sandy River-Mitchell Point		CONTRACT NO. 9669			
HIGHWAY Columbia River	COUNTY Multnomah and Hood River	PREFIX 626-1087			
CONTRACTOR'S NAME AND ADDRESS COMCO CONSTRUCTION, OREGON LTD. dba Salem Road & Driveway Co. P. O. Box 805 McMinnville, OR 97128		F.A. PROJECT NO. IR-84-2(5)15			
		PRICE AGREEMENT NO. 8 Revised			
DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT: Temporarily revise Section 104.05, Maintenance of Traffic Through the Work, of the contract Special Provisions approving the scheduling of work by the contractor on Saturdays during October and November, 1983, except that no traffic lanes shall be closed to traffic after 3:00 p.m. on Saturday.					
PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3008A.	Revise Section 104.05 to Include Work on Saturday	---	---	-----	\$0.00
ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE \$ 0.00 DECREASE					
SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS: This agreement is effective only during calendar year 1983. The original contract Special Provision, Section 104.05, will apply to asphaltic concrete paving performed after January 1, 1984, unless altered by separate agreement.					
PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.		SUBMITTED BY PROJECT MANAGER		DATE	
SIGNED: <i>[Signature]</i> 6/13/84 CONTRACTOR		<i>[Signature]</i>		6/18/84	
		APPROVAL RECOMMENDED BY REGION		DATE	
		<i>[Signature]</i> 6-25-84		DATE	
APPROVAL RECOMMENDED BY LOCAL AGENCY		DATE		INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.	

CON LAG 2 6-28-84 11.42 AM

JERRY WIMER

9834

RE BLUE MOUNTAIN SUMMIT TO ELGIN SECTION

IT WAS NEVER THIS OFFICE'S INTENT TO RESTRICT THE CONTRACTOR FROM WORKING WEEKENDS ON THIS PROJECT.

WE HAVE A VERY SHORT CONSTRUCTION SEASON IN THIS AREA AND HAVE SET VERY TIGHT PAVING COMPLETION LIMITS FOR THIS PROJECT. IT IS IN THE PUBLIC'S INTEREST TO COMPLETE THE PROJECT THIS YEAR AND WE CAN HELP TOWARD THAT END BY ALLOWING THE CONTRACTOR WORK TO WORK WEEKENDS.

THE ADT ON THIS SECTION IS ABOUT 500 VEHICLES AND DOES NOT APPRECIABLY CHANGE AFTER 3 PM FRIDAY. MOST OF THE WEEKEND TRAFFIC ARE WOODCUTTERS AND SIGHT-SEERS WHO WILL NOT BE MATERIALLY AFFECTED BY THE CONTRACTOR'S OPERATIONS.

ASKING FOR A PRICE REDUCTION IS NOT WARRANTED. THE OVERTIME COSTS OF WEEKEND WORK SHOULD OFFSET THE RE-MOBILIZATION COSTS IF THE JOB CANN BE CARRIED OVER TO NEXT SEASON.

YOUR APPROVAL IS RECOMMENDED.

W G ANHORN
SHL 7.

WORK OR CHANGE ORDER SUPPORTING DATA

NAME (SECTION) Blue Mountain Summit - Elgin		CONTRACT NO. [REDACTED]	
HIGHWAY Weston - Elgin	COUNTY Union	PREFIX 131-1020	
SUBMITTED BY (RESIDENT) <i>Bobby D. Johnson</i>	DATE 6/20/84	FOR ☐ REVIEW ☒ APPROVAL	F.A. PROJECT NO. FLH-PH-89(4)
SUBMITTED BY (REGION) <i>William G. Anhorn</i>	DATE 6/25/84	FOR ☐ REVIEW ☐ APPROVAL	TO ACCOMPANY (ORDER TYPE AND NUMBER) PA # 3
WORK OR CHANGE HAS BEEN DISCUSSED WITH—			
		BY	ON
		BY	ON
		BY	ON
		BY	ON
WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—			
William G. Anhorn		BY T. A. Penner	ON 6-19-84
		BY	ON
		BY	ON
FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM—			
		BY	ON
COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☐ YES; ☐ NO; ☒ NOT APPROPRIATE COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—			
		BY	ON
ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—			
		BY	ON
NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE \$ -0-	PROJECT AUTHORIZATION \$3,748,526.10	ESTIMATE PROJECT COST WITH ORDER \$ 3,760,468.60	VERRUN 0.3
ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents)—			
The contractor requested a change in the Special Provisions, Section 104.05, to have more work time on Friday P.M.'s and Saturdays. This would speed up the job and help the contractor meet his time schedule. The exception would be for any holiday falling on a weekend. When this occurs the original Special Provisions' statement would prevail. This will not change the contractor's requirements on any other traffic control.			

☐ CONTINUED ON ADDITIONAL SHEET(S)
Submit Original to Construction Branch

RECEIVED

JUN 28 1984

CONSTRUCTION SECTION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

HIGHWAY DIVISION

PROJECT NAME (SECTION) Blue Mountain Summit - Elgin		CONTRACT NO. 9834			
HIGHWAY Weston - Elgin	COUNTY Union	PREFIX 131-1020			
CONTRACTOR'S NAME AND ADDRESS Morse Bros., Inc. P. O. Box 7 Lebanon, Oregon 97355		F. A. PROJECT NO. PLH-PH-89(4)			
		PRICE AGREEMENT NO. 3			
DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT Change Special Provisions, Section 104.05, to allow the contractor to work on Friday P.M.'s and Saturdays. Should this change cause unreasonable delays to weekend traffic, upon written request to the contractor the State reserves the right to cancel this order without cost to the State, and original contract special provision Section 104.05 will apply. <i>WJ</i>					
PAY ITEM NO.	ITEM DESCRIPTION	EST QUANTITY	UNIT	AS PER UNIT PRICE	AMOUNT
ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE \$ <u>0</u> DECREASE \$ <u>0</u>					
SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS: The only exception to this change would be when a holiday occurs on the weekend, the early closure would apply. This will not change the contractor's requirements on any other traffic control.					
PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.		SUBMITTED BY PROJECT MANAGER <i>Booby D. Johnson</i> 6/29/84 APPROVAL RECOMMENDED OR APPROVED BY REGION <i>Winnifred Embert</i> 6/25/84 NOTED OR APPROVED BY CONSTRUCTION <i>Donald Hemet</i> 7-17-84			
APPROVAL RECOMMENDED BY LOCAL AGENCY <i>Robert A. Pritchard</i> 6-20-84 DATE		INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION AFTER APPROVAL. COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE			

While You Were Out

To John Henderson

Date 6/22/81 Time 9:46

Tom Penner will be called
of gone so he didn't call

Phone 276-0954

☒ Telephoned ☐ In person
☒ Please call ☒ Wants to see you
☐ Will call again ☐ Returned your call

Message Mr. Hanson w/ this
was not called with the
fact that he did not
work this weekend until
P.A. is figured out.

Taken by SLH

FORM CS 51619



6-22-84 Tom Penner to review facts today,
 check his traffic facts and call
 back next week with detailed
 supporting reasons —

Highway Construction

378-6509

FILE: CCN 5

William Anhorn
Region 5 Construction Engineer

June 29, 1984

Herm Mitzel
Construction Staff Assistant

- Price Agreement No. 3
- State Contract No. 9834

We are returning this Price Agreement to you at this time unapproved and ask your help in obtaining some additional language under specification and provision of agreement.

What needs to be added is a statement to the effect that if this causes unreasonable delays to weekend traffic, upon written request to the contractor the State reserves the right to cancel this order without cost to the State, and original contract special provision Section 104.05 will apply.

Your prompt attention to this will expedite this order.

HM:mk

Attach.

HM/M16



STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 26, 1984

FROM: *Marion Craft*
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: SANDY RIVER-MITCHELL POINT
Columbia River Highway
Contract No. 9669

Attached for your approval and further processing is revised Price Agreement No. 8, which is to document our agreement to allow the contractor to pave on Saturdays during October and November, 1983.

This Price Agreement is being sent to you since you have been involved in meetings with the FHWA concerning their participation in the work done on Saturdays last fall.

A copy of the original Price Agreement with your notation is included for your benefit, along with a letter from the FHWA dated May 23, 1984, and traffic counts (daily and hourly) for October, 1983. The traffic counts, as analyzed by the Region Traffic Personnel, show that Saturday paving as specified would not cause any particular problems.

MC/gw
Attachment
cc Reid Meritt

CE _____ CAE _____ **RECEIVED** LS _____ TC _____
COE _____ OM _____ SA _____ CC _____
CA _____ JUN 27 1984 FE _____
CAM _____ MA _____
CP _____ CONSTRUCTION OBS _____
EEO _____ SECTION FILE _____



HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Sandy River-Mitchell Point		CONTRACT NO. 9669	
HIGHWAY Columbia River	COUNTY Multnomah & Hood River	PREFIX 626-1087	
NET EFFECT OF ORDER ON PROJECT INCREASE \$ 0.00 DECREASE	PROJECT AUTHORIZATION \$ 5,001,561.30	EST. PROJECT COST WITH ORDER \$ 4,800,157.25	OVERRUN 0 %
ESTIMATED STARTING DATE* OR October 15, 1983		F.A. PROJECT NO. IR-84-2 (5) 15	
DATE WORK WAS STARTED*		TO ACCOMPANY (ORDER TYPE AND NUMBER) Price Agreement No. 8	
SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) W. Reid Meritt DATE 6/18/84		SUBMITTED TO CONSTRUCTION BY REGION (SIGN) DATE FOR	
FOR ☐ REVIEW ☒ APPROVAL		FOR ☐ REVIEW ☐ APPROVAL	
WORK OR CHANGE HAS BEEN DISCUSSED WITH—			
Marion Craft		BY W. Reid Meritt	DATE 10/11/84
Duane Christensen		BY Marion Craft	DATE 10/11/84
Tom Lowe		BY W. Reid Meritt	DATE 10/13/84
APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—			
Pat Schwartz		BY Marion Craft	DATE 10/14/84
WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA—			
FHWA TENTATIVE APPROVAL OBTAINED FROM—			
FOR "PRICE AGREEMENTS"—			
"COST ESTIMATE," FORM 734-1877, IS ATTACHED:		☐ YES ☒ NOT APPROPRIATE	
"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION:		☐ YES ☐ NOT APPROPRIATE	
COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section):			
APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section):			
ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders").—			
This is revised Price Agreement No. 8 Revised			
Initial price agreement was previously submitted and approved. Copies of original Price Agreement and Work or Change Order Supporting Data are attached.			
Recently the voided original price agreement was returned to this office accompanied by a revised price agreement for processing.			
Here is Price Agreement No. 8 Revised for further processing and final approval.			
OM MRE OS UPM CE			
TOS RECEIVED ME			
US 10/17/84 PDM			
CSA Metro Region TAM			
S.D. PA EM BUD LM			
☐ CONTINUED ON ADDITIONAL SHEET(S)			

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL

734-1882 (REV 10-82) Submit Original to Construction Section

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) SANDY RIVER - MITCHELL POINT		CONTRACT NO. 9669	
HIGHWAY COLUMBIA RIVER	COUNTY MULT. & HOOD RIVER	PREFIX 626-1087	
SUBMITTED BY (RESIDENT) [Signature]	DATE 10-11-83	FOR ☒ REVIEW ☐ APPROVAL	F.A. PROJECT NO. IR-84-2(5)15
SUBMITTED BY (REGION)	DATE	FOR ☐ REVIEW ☐ APPROVAL	TO ACCOMPANY (ORDER TYPE AND NUMBER) Price Agreement No. 8
WORK OR CHANGE HAS BEEN DISCUSSED WITH—			
Marion Craft		BY W. Reid Meritt	ON 10/11/83
Duane Christensen		BY Marion Craft	ON 10/11/83
Tom Lowe		BY W. Reid Meritt	ON 10/13/83
		BY	ON
WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—			
Pat Schwartz		BY Marion Craft	ON 10/14/83
		BY	ON
		BY	ON
FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM—		SUBSTANTIAL CHANGE— ☒ YES; ☐ NO	
		BY	ON
COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☐ YES; ☐ NO; ☒ NOT APPROPRIATE COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—			
		BY	ON
ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—			
		BY	ON
NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE \$ 0.00	PROJECT AUTHORIZATION \$ 5,001,561.30	ESTIMATE PROJECT COST WITH ORDER \$ 4,800,157.25	OVERRUN 0 %
ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents)— The request to revise the specification approving the scheduling of work on Saturday until 3:00 P.M. was submitted by the contractor for consideration. The request was initially denied because of the traffic volume increase anticipated with the start of hunting season and the traffic volumes recorded at three stations (Troutdale - 14,316 ADT, Bridal Veil - 513 ADT, and Rowena - 10,769 ADT) all of which equaled approximately 100% of the ADT for 1982. Final approval of the request was given by Mr. Pat Schwartz on Oct. 14, 1983. No adjustment of the contractor's method for maintaining one lane of traffic in each direction was required during the work performed on Saturday. Date Work Started: October 15, 1983 Estimated Effect on Project Time: Should decrease the time required to complete the project. C. O. Fredrickson [Signature] W/ATTACH APPROVAL RECOMMENDED [Signature] ☐ CONTINUED ON ADDITIONAL SHEET(S) Submit Original to Construction Branch			

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

HIGHWAY DIVISION

PROJECT NAME (SECTION) Sandy River-Mitchell Point		CONTRACT NO. 9669
HIGHWAY Columbia River	COUNTY Multnomah and Hood River	PREFIX 626-1087
CONTRACTOR'S NAME AND ADDRESS COMCO CONSTRUCTION, OREGON LTD. dba Salem Road & Driveway Co. P. O. Box 805 McMinnville, OR 97128		F. A. PROJECT NO. IR-84-2(5)15
		PRICE AGREEMENT NO. 8 Revised

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Temporarily revise Section 104.05, Maintenance of Traffic Through the Work, of the contract Special Provisions approving the scheduling of work by the contractor on Saturdays during October and November, 1983, except that no traffic lanes shall be closed to traffic after 3:00 p.m. on Saturday.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3008A	Revise Section 104.05 to Include Work on Saturday	---	---	-----	\$0.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE \$ 0.00
DECREASE

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

This agreement is effective only during calendar year 1983. The original contract Special Provision, Section 104.05, will apply to asphaltic concrete paving performed after January 1, 1984, unless altered by separate agreement.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED:

[Signature] 6/13/84
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY

DATE

SUBMITTED BY PROJECT MANAGER

DATE

[Signature]

6/10/84

APPROVAL RECOMMENDED BY REGION

DATE

[Signature]

6-25-84

NOTED OR APPROVED BY CONSTRUCTION

DATE

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.



PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION.

HIGHWAY DIVISION

PROJECT NAME (SECTION) SANDY RIVER - MITCHELL POINT		CONTRACT NO. 9669			
HIGHWAY COLUMBIA RIVER	COUNTY MULT. & HOOD RIVER	PREFIX 626-1087			
CONTRACTOR'S NAME AND ADDRESS COMCO CONSTRUCTION, OREGON LTD. dba Salem Road & Driveway Co. P.O. Box 805 McMinnville, OR 97128		F.A. PROJECT NO. IR-84-2(5)15			
		PRICE AGREEMENT NO. 2			
DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT: Temporarily Revise Section 104.05, Maintenance of Traffic Through the Work, of the contract Special Provisions approving the scheduling of work by the contractor on Saturdays, except that no traffic lanes shall be closed to traffic after 3:00 P.M. on Saturday. <i>→ during October and November, 1983</i>					
PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3008A	Revise Section 104.05 to Include Work on Saturday	-	-	-	\$0.00
ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT:				INCREASE \$ 0.00 DECREASE	
SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS: This agreement is effective only during calendar year 1983. The original contract special provision, Section 104.05, will apply to asphaltic concrete paving performed after January 1, 1984, unless altered by separate agreement.					
PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.		SUBMITTED BY PROJECT MANAGER		DATE	
		<i>Walter Burt</i>		3/1/84	
SIGNED: <i>[Signature]</i> CONTRACTOR		APPROVAL RECOMMENDED OR APPROVED BY REGION		DATE	
		<i>W. J. [Signature]</i>		3-5-84	
APPROVAL RECOMMENDED BY LOCAL AGENCY		NOTED OR APPROVED BY CONSTRUCTION		DATE	
		<i>O. M. [Signature]</i>		5-25-84	
		INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION AFTER APPROVAL COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE			

DATE: June 21, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: C. O. Fredrickson, P.E.
Construction Engineer

Federal-aid Project
No. F-4-2(15)

SUBJECT: Request Change Order Approval

Contract 9774 Price Agreement No. 2
Project Lava Butte-Fremont Hwy. Jct. & The Dalles-
Highway Calif. Hwy.-Old Shelven Camp Road
Counties The Dalles-Calif. & Fremont
Deschutes & Klamath

This order is to document a revision in special provisions for this project relative to work on weekends.

Traffic volumes indicate less traffic on Saturdays than during week days. The Price Agreement will allow scheduled work on Saturday provided no traffic lanes are closed to traffic between 4:00 p.m. on Fridays to 6:00 a.m. on Saturday; also 6:00 p.m. on Saturday to midnight on Sunday and legal holidays. The traffic lanes must be free of barricades and all lanes opened to traffic during these times.

Your concurrence is requested to this specification change.

Confirming May 18, 1984 authorization date is requested.

HM:mk

Attach.

71



HIGHWAY DIVISION

STATE COPY
PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

P

PROJECT NAME (SECTION) Lava Butte - Fremont Hwy. Jct. and The Dalles - Calif. Hwy. - Old Shevlin Camp Road		CONTRACT NO. [REDACTED]			
HIGHWAY	COUNTY	PREFIX			
The Dalles - Calif. and Fremont	Deschutes & Klamath	9-1034			
CONTRACTOR'S NAME AND ADDRESS		F.A. PROJECT NO.			
R. L. Coats P.O. Box 1008 Bend, Oregon 97709		F-4-2 (5) & State			
		PRICE AGREEMENT NO.			
		2			
DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:					
Allow scheduled work on Saturday Throughout Project					
APPROVED EFFECTIVE DATE 5-18-84 Contingent upon modification of price agreement if additional funds are required. BY <u>G. K. Hammer</u> Field Supervisor TITLE _____ DATE 6-29-84 FEDERAL HIGHWAY ADMINISTRATION					
PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3002A	Work on Saturday		No Change	In Price	
ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE \$ DECREASE \$ 0.00					
SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS: Delete the last paragraph of section 104.05 of project special provisions and substitute the following. Work shall be scheduled so there will be no traffic lanes closed to traffic between 4:00 PM on Fridays and 6:00 AM on Saturdays also 6:00 PM on Saturday to midnight on Sunday and legal holidays. Roadway shall be free of barricades or other objects and all lanes opened to traffic during these periods. If, in the opinion of the Project Manager, this causes unreasonable delay to weekend travelers, upon written request to the contractor this Price Agreement will be resented and section 104.05 will be enforced.					
PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.		SUBMITTED BY PROJECT MANAGER <u>Thomas R. Ciguen</u> W. W. Robertson		DATE 4-24-84	
SIGNED: <u>R. L. Coats</u> CONTRACTOR		APPROVAL RECOMMENDED OR APPROVED BY REGION <u>[Signature]</u>		DATE	
4-25-84		NOTED OR APPROVED BY CONSTRUCTION <u>D. M. Jackson</u>		DATE 5-18-84	
APPROVAL RECOMMENDED BY LOCAL AGENCY		DATE		INSTRUCTIONS — AFTER THE CONTRACT HAS BEEN SIGNED THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL COPIES WILL BE SENT TO CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.	

FILE: CON 5
9669

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
June 18, 1984
The Dalles, Oregon

OM MRE OE PPM
TOS RECEIVED
US JUN 19 1984 P.
CSA Metro Region T.
SO PA EM BUD

W. Reid Meritt
FROM: W. Reid Meritt
Project Manager

SUBJECT: Saturday Paving Request
Sandy River - Mitchell Point
Columbia River Highway
Hood River & Mult. Counties
Contract No 9669

TO: Marion Craft
Region 1 Construction Engineer

MILWAULKIE

Here, for your consideration and recommendation, is a copy of a request from the contractor for permission to pave on Saturdays during the 1984 paving season on the above subject project.

As you will recall, in the fall of 1983 a similar request was denied by this office, by Metro Region and by Construction. The contractor then made a direct request to an Assistant State Highway Engineer and received approval.

Subsequent to this approval, the FHWA had advised that they may not participate in the work done on Saturdays. It is understood that some meetings were held with an FHWA official this winter. I was not present at or advised of these meetings nor of any conclusions or agreements which may have been reached. Consequently, I am not able to relate with this request.

Also, the original Price Agreement No. 9 for permission to pave on Saturdays was recently returned as voided and a revised agreement was included for execution. Copies of this agreement are attached for your information.

I do not recommend approval of this request.

Please advise me of the disposition of this request.

cc: file

WRM/hc



P.O. BOX 603 / SALEM, OREGON 97308 / (503) 585-5656

June 13, 1984

Oregon State Highway Division
3313 N.E. Frontage Road
The Dalles, Oregon 97058

RE: Sandy River-Mitchell Point
OSHD Contract # 9669

Attn: Reid Merritt

Gentlemen:

We are hereby requesting permission to pave on Saturdays during the 1984 paving season. The reasons for this request are (1) earlier completion of median barrier making a safer condition for traveling public. (2) Earlier completion of paving work which will eliminate equipment in roadway during late summer traffic. (3) Saturday is one of the lowest traffic volume days on this highway because of fewer trucks.

Please consider our request and advise us as soon as possible.

Sincerely,

COMCO CONSTRUCTION

By Alan Hay, Controller

AH/peh

RECEIVED

JUN 14 1984

FILE



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 23, 1984
IN REPLY REFER TO
HFO.1-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-84-2(5)15
Sandy River-Mitchell Point Section
Columbia River Highway
Contract No. 9669
Price Agreement No. 8 - Saturday Paving

I have reviewed the support data accompanying Mr. Schwartz' memorandum dated April 30.

Normally specification changes are based on some type of benefit to the State or the public. Often this benefit comes in the form of reduced construction cost or improved product quality. Other user benefits such as improved road user safety, reduced operating cost, etc. are also legitimate reasons for certain specification changes.

The support data submitted with your memorandum do not demonstrate a need nor point out any public benefit derived from the subject specification change that would off-set the adverse effect of such late season paving. Therefore, I do not concur with Price Agreement No. 8 and it is returned without approval.

Sincerely yours,

Dale E. Wilken
Dale E. Wilken
Division Administrator

Attachment

cc:
OSHD (W E Schwartz)
OSHD (G Potter)
OSHD (C O Fredrickson)

RECEIVED STATE HWY ENGR
MAY 24 '84
REFER TO <i>W. Schwartz</i>
FILE <i>W. Schwartz</i>
9 5 9 2 2

No action until I hear from Jackson
W. Schwartz

W. Schwartz
cy - Al Harwood

ANNING SURVEY UNIT
DAILY AUTOMATIC TRAFFIC RECORDER DATA

STA # MONTH YEAR ADT AWD AV SAT AV SUN
26001W OCT 83 7,751 7,313 7,798 9,893
MAXIMUM HOUR 1,503 DAY 16 HOUR 06P MAXIMUM DAY 11,397

DAY OF WK.	DATE	24 HR TOTAL	
SUN	2	10,478	24
SUN	9	9,556	24
SUN	16	11,397	24
SUN	23	9,879	24
SUN	30	8,154	24
MON	3	7,647	24
MON	10	7,204	24
MON	17	6,897	24
MON	24	6,481	24
MON	31	6,970	24
TUE	4	7,776	24
TUE	11	6,682	24
TUE	18	6,351	24
TUE	25	6,416	24
WED	5	7,615	24
WED	12	6,705	24
WED	19	6,536	24
WED	26	6,319	24
THU	6	7,852	24
THU	13	7,649	24
THU	20	6,861	24
THU	27	6,528	24
FRI	7	9,694	24
FRI	14	8,965	24
FRI	21	8,565	24
FRI	28	7,857	24
SAT	1	8,034	24
SAT	8	8,370	24
SAT	15	8,262	24
SAT	22	7,355	24
SAT	29	6,971	24

RECORDER INOPERATIVE FOR DAYS NOT SHOWN

(1) ESTIMATED A.D.T. & A.W.D. - DUE TO INCOMPLETE OR UNAVAILABLE DATA

STATION
NUMBER

DATE
TIME

STATION NUMBER	DATE	TIME	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00
26001W	10	01	122	58	70	39	33	56	91	136	222	336	443	465
26001W	10	01	515	541	647	728	737	762	592	516	368	240	178	139
26001W	10	02	71	60	44	33	26	41	65	90	98	219	298	433
26001W	10	02	489	681	732	997	1131	1221	1127	924	691	499	324	184
26001W	10	03	114	91	75	49	67	121	265	435	289	330	266	399
26001W	10	03	293	223	562	625	744	699	612	444	336	226	242	140
26001W	10	04	115	72	61	58	62	87	226	416	317	355	381	381
26001W	10	04	421	512	607	664	701	628	496	390	311	243	174	118
26001W	10	05	81	62	51	49	43	107	234	421	303	330	387	402
26001W	10	05	385	475	547	651	727	642	540	398	278	183	167	152
26001W	10	06	68	73	36	49	59	106	253	427	309	349	375	414
26001W	10	06	394	493	632	624	678	618	567	437	318	247	192	134
26001W	10	07	107	72	59	35	66	94	224	424	332	366	435	500
26001W	10	07	537	614	771	833	889	803	700	586	397	335	310	203
26001W	10	08	132	74	64	45	39	53	101	150	251	367	456	52
26001W	10	08	508	598	658	718	746	792	667	468	376	275	187	143
26001W	10	09	88	56	40	29	32	35	54	97	118	184	318	450
26001W	10	09	521	665	817	915	1072	1145	919	770	507	330	241	153
26001W	10	10	107	64	60	49	61	107	279	419	284	318	374	376
26001W	10	10	426	507	521	618	575	562	440	341	265	202	138	111
26001W	10	11	74	48	43	37	62	102	240	410	290	288	331	378
26001W	10	11	345	414	492	618	587	482	460	347	227	173	130	104
26001W	10	12	76	47	41	34	52	111	245	408	263	321	355	359
26001W	10	12	377	375	518	593	610	498	436	310	240	181	154	101
26001W	10	13	67	61	54	39	58	109	233	426	296	305	394	401
26001W	10	13	427	469	576	612	597	602	528	433	324	280	208	150
26001W	10	14	84	60	55	48	65	123	234	399	341	424	467	536
26001W	10	14	550	562	650	711	792	724	636	503	377	260	201	103
26001W	10	15	117	81	68	57	29	72	96	190	197	305	428	485
26001W	10	15	506	493	573	701	775	818	717	542	394	266	214	145
26001W	10	16	47	73	71	50	-	-	58	04	106	107	200	69

ANNING SURVEY UNIT
DAILY AUTOMATIC TRAFFIC RECORDER TA

26001E MONTH
OCT
MAXIMUM HOUR

YEAR
83
916

ADT
7,623

AWD
7,447

AV SAT
7,984

AV SUN
8,144

DAY 23 HOUR 03P

MAXIMUM DAY 11,044

DAY OF WK. DATE 24 HR TOTAL

SUN	2	7,893	24
SUN	9	8,258	24
SUN	16	9,183	24
SUN	23	8,603	24
SUN	30	6,784	24
MON	3	6,390	24
MON	10	7,357	24
MON	17	6,697	24
MON	24	6,639	24
MON	31	6,021	24
TUE	4	6,562	24
TUE	11	6,783	24
TUE	18	6,400	24
TUE	25	6,789	24
WED	5	6,775	24
WED	12	6,649	24
WED	19	6,295	24
WED	26		
THU	6	6,874	24
THU	13	7,045	24
THU	20	6,770	24
THU	27	9,321	24
FRI	7	8,911	24
FRI	14	11,044	24
FRI	21	8,612	24
FRI	28	11,015	24
SAT	1	8,095	24
SAT	8	7,885	24
SAT	15	9,010	24
SAT	22	7,515	24
SAT	29	7,415	24

RECORDER INOPERATIVE FOR DAYS NOT SHOWN

(1) ESTIMATED A.D.T. & A.W.D. - DUE TO INCOMPLETE OR UNAVAILABLE DATA

26001E	10	17	3	AM	64	48	49	438	70	132	408	246	177	186	161	
26001E	10	17	3	PM	434	453	441	438	469	498						
26001E	10	18	3	AM	89	51	53	57	60	113	182	276	347	408	470	459
26001E	10	18	3	PM	442	394	408	394	459	496	396	232	206	191	185	32
26001E	10	19	3	AM	49	59	64	43	63	128	159	287	370	397	421	393
26001E	10	19	3	PM	394	407	403	404	424	510	363	241	205	214	170	127
26001E	10	20	3	AM	89	61	50	51	69	121	180	325	336	403	390	406
26001E	10	20	3	PM	433	433	437	488	538	529	413	277	226	200	182	127
26001E	10	21	3	AM	100	62	69	49	62	116	181	294	350	399	485	478
26001E	10	21	3	PM	481	539	585	607	655	775	696	547	388	310	219	141
26001E	10	22	3	AM	102	80	80	71	88	159	239	303	355	458	489	479
26001E	10	22	3	PM	484	517	542	526	505	462	444	323	278	226	150	155
26001E	10	23	3	AM	117	61	52	38	34	68	110	185	280	317	472	614
26001E	10	23	3	PM	635	721	916	888	754	652	521	387	292	202	172	115
26001E	10	24	3	AM	82	52	46	45	73	84	195	319	335	411	458	516
26001E	10	24	3	PM	476	448	455	446	428	454	390	264	221	159	179	113
26001E	10	25	3	AM	104	63	52	38	58	109	193	297	343	448	470	451
26001E	10	25	3	PM	402	453	435	471	439	546	436	295	206	183	175	122
26001E	10	26	3	AM												
26001E	10	26	3	PM												
26001E	10	27	3	AM	144	134	97	77	80	88	216	358	512	567	624	562
26001E	10	27	3	PM	567	506	448	497	582	565	648	588	493	362	299	287
26001E	10	28	3	AM	201	178	153	87	111	115	255	385	514	612	610	610
26001E	10	28	3	PM	650	539	631	676	689	755	822	776	630	450	300	266
26001E	10	29	3	AM	235	177	143	82	68	87	132	204	292	311	434	487
26001E	10	29	3	PM	493	553	491	508	496	464	431	360	344	268	205	150
26001E	10	30	3	AM	136	90	181	39	70	101	152	209	293	397	469	452
26001E	10	30	3	PM	487	538	599	540	508	468	309	251	194	115	101	75
26001E	10	31	3	AM	42	30	45	59	89	141	298	322	381	431	423	407
26001E	10	31	3	PM	383	407	409	410	458	351	229	160	193	133	131	119

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

HIGHWAY DIVISION

PROJECT NAME (SECTION) SANDY RIVER - MITCHELL POINT				CONTRACT NO. 9669	
HIGHWAY COLUMBIA RIVER		COUNTY MULT. & HOOD RIVER		PREFIX 626-1087	
CONTRACTOR'S NAME AND ADDRESS COMCO CONSTRUCTION, OREGON LTD. dba Salem Road & Driveway Co. P.O. Box 805 McMinnville, OR 97128				F. A. PROJECT NO. IR-84-2(5)15	
				PRICE AGREEMENT NO. 8	
DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT: Revise Section 104.05, Maintenance of Traffic Through the Work, of the contract Special Provisions approving the scheduling of work by the contractor on Saturdays, except that no traffic lanes shall be closed to traffic after 3:00 P.M. on Saturday.					
PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3008A	Revise Section 104.05 to Include Work on Saturday	-	-	-	\$0.00
ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE \$ 0.00 DECREASE					
SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:					
PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.			SUBMITTED BY PROJECT MANAGER Walter Borth DATE 3/1/84		
SIGNED: <i>[Signature]</i> CONTRACTOR DATE 2/25/84			APPROVAL RECOMMENDED OR APPROVED BY REGION <i>[Signature]</i> DATE 3-5-84		
			NOTED OR APPROVED BY CONSTRUCTION <i>[Signature]</i> DATE 5-25-84		
APPROVAL RECOMMENDED BY LOCAL AGENCY DATE			INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE		



STATE OF OREGON

INTEROFFICE MEMO

TO: Bryant Jackmond
Contract Administration Engineer

FROM: Robert C. Pool
Region Operations Engineer

SUBJECT: Lava Butte--Fremont Junction
Contract #9774

DATE: May 16, 1984

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CAM KA
CP CONSTRUCTION CCS
LEO SECTION FILE

This will further justify PA #2 which will allow the contractor to pave on Saturdays.

Advantages to the State

1. There is less traffic on Saturdays, hence fewer motorists would be delayed. Saturday has the least traffic on the average of any day of the week. See attached plot of hourly volumes.
2. Contractor will be paving six days, so the hazard of a center joint drop-off will be eliminated on weekends.
3. Paving will be completed earlier in the season, hence it will receive more cure time and additional compaction by traffic.

Disadvantages to State

1. Travelers don't expect delays on weekends. Fewer people will be delayed, but they may get madder.

Advantages to Contractor

1. Completes work earlier in season so he can bid more work.
2. Less traffic to work with.

Disadvantages to Contractor

1. Additional cost of overtime.

I feel that the State benefits from the change at least as much as the contractor, perhaps more; hence we propose the revision at no change in contract price.

Please return the plot of traffic volumes.

RCP:br

Enclosures

CC: Project Managers--When reviewing the Specials on paving jobs, take a good look at the days and times paving is allowed. It's better not to have contract changes for this. Holcomb can get data for you from permanent traffic recorders to analyze daily and hourly volumes.

John Holcomb



HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Lava Butte-Fremont Hwy Jct & The Dalles Calif Hwy-Old Shevlin Camp Rd				CONTRACT NO 9774	
HIGHWAY The Dalles-Calif & Fremont		COUNTY Deschutes & Klamath		PREFIX 9-1034	
NET EFFECT OF ORDER ON PROJECT INCREASE \$0.00 DECREASE \$0.00		PROJECT AUTHORIZATION \$		EST. PROJECT COST WITH ORDER \$	
ESTIMATED STARTING DATE* June 15, 1984		DATE WORK WAS STARTED* OR		F.A. PROJECT NO F-4-2(15) & State	
SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) <i>Robert Pool</i>		DATE 5-1-84		FOR ☐ REVIEW ☐ APPROVAL	
SUBMITTED TO CONSTRUCTION BY REGION (SIGN) <i>Robert C. Pool</i>		DATE 4-5-84		FOR ☒ REVIEW ☐ APPROVAL	
WORK OR CHANGE HAS BEEN DISCUSSED WITH— Robert Pool, Region Operations Eng. BY Tom Eiguren					
APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM—					
WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA—					
FHWA TENTATIVE APPROVAL OBTAINED FROM—					
FOR "PRICE AGREEMENTS"— "COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES ☒ NOT APPROPRIATE "COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☒ NOT APPROPRIATE					
COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section)					
APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section):					
ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)— This order was written to allow scheduled work on Saturday. The contractor's equipment will be off the roadway and all barricades will be removed by 4:00PM on Fridays until 6:00 AM on Saturdays. Through past history Saturdays are not days of extreme traffic conditions, therefore Saturdays are allowable paving days. It also eliminates the odd number of working days for even pavement joints.					

☐ CONTINUED ON ADDITIONAL SHEET(S)

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL.

734-1882 (REV 10-82)

Submit Original to Construction Section



Department of Transportation
STATE HIGHWAY DIVISION

DATE: April 30, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Price Agreement No. 8
Sandy River-Mitchell Point
Contract No. 9669
FAP No. IR-84-2(5)15

CE.....CAE.....
COE.....OH.....
CA.....
CAM.....
CP.....
EE.....
REPLY REFER TO
RECEIVED IS... IC..
SA.....CC.....
MAY 1 1984 FE.....
MA.....
CONSTRUCTION OCS.....
SECTION FILE.....
CON

Attached is Price Agreement No. 8 on the above project. This agreement amends Section 104.05 of the Special Provisions and permits the contractor to place asphaltic concrete on Saturdays until 3:00 p.m. The contractor expressed his desire to place as much pavement during the 1983 season as conditions would permit. I reviewed and gave careful consideration to this request and concluded that there appeared to be no reason not to permit paving on Saturdays in this location at this time of the year and that it was in the best public interest to allow paving to proceed.

In my opinion, the traffic volumes on this highway section would probably be no greater on Saturday than on Friday, and further that the volume of traffic on either day could easily be carried by one lane. I further considered that Saturday, October 15, 1983 was the opening of the Eastern Oregon deer season, and concluded that most of this type of traffic would occur prior to Saturday.

A review of the actual traffic volumes, taken from the permanent recorder at the Sandy River Bridge, supports my conclusions. Paving was performed on Saturday, October 15, 1983 in the westbound lanes and on Saturday, October 29, 1983 in the eastbound lanes. A copy of the hourly automatic traffic recorder data is enclosed for your information.

The average hourly volume of westbound traffic from 7:00 a.m. to 3:00 p.m. on Saturday, October 15, 1983 was 397 vehicles per hour, with an hourly high volume of 573 vehicles from 2:00 to 3:00 p.m. The average hourly volume of westbound traffic from 7:00 a.m. to 3:00 p.m. on Friday, October 14 was 491 vehicles per hour, with a high volume of 650 vehicles from 2:00 to 3:00 p.m.

Dale E. Wilken
April 30, 1984
Page 2

The average hourly volume of eastbound traffic from 7:00 a.m. to 3:00 p.m. on Saturday, October 29, 1983 was 408 vehicles per hour, with an hourly high volume of 553 vehicles from 1:00 to 2:00 p.m. The average hourly volume of eastbound traffic from 7:00 a.m. to 3:00 p.m. on Friday, October 28, 1983 was 492 vehicles per hour, with an hourly high volume of 650 vehicles, from noon to 1:00 p.m.

Thus it can be seen that, from a traffic volume standpoint, Saturday paving was less disruptive to traffic than Friday paving. Further, the traffic volumes on this section can be easily and safely handled with one traffic lane on either of these days.

Your concurrence in this Price Agreement is requested.

Att.

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
O. B. Jackmond

OSHD (Walter) **STATE COPY**
 INTL. MEDIANE AND FINAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

9669

Report No. 10		REPORT NO. 3	COUNTY Multnomah Hood River	DIVISION Oregon
COMPANY WITH Reid Meritt, Walter Bartell, Jim Wilson, Marion Craft, Dave Glenn and Blenn Boyle; OSHD				
DATE OF INSPECTION 1/11/84	INSPECTION MADE BY Thomas P. Lowe, Area Engineer		PROJECT NO. IR-84-2(5)15	
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory		TIME ELAPSED 50 %	WORK COMPLETED 40 %

SANDY RIVER - MITCHELL POINT SECTION
COLUMBIA RIVER HIGHWAY
Paving and Barricades

DBE Activities

At the time of this inspection the only work in progress was the installation of some GM barriers in the roadway median. A DBE subcontractor was performing this work. The resident engineer advised that labor compliance interviews are conducted on a few employees of all subcontractors. These interviews are compared with the subcontractors payrolls. In this manner he is able to insure that a DBE subcontractor is actually performing the work on the project. At this time there is no special documentation made in the project files of this DBE assurance.

AC Surface Erosion // *

The primary purpose of this review was to determine the cause of the surface erosion in the new AC which was placed in October and November of 1983. The riding surface is showing signs of minor erosion of the binder and fine aggregates. It appears that the course aggregate is all staying in place and the erosion of the fine aggregate leaves a highly textured surface. Numerous core sample locations were marked for testing in an effort to determine the cause of this erosion. However, at this time without the benefit of that test information it appears that the erosion is due to striping of the asphalt. The striping is probably due to the lateness of the season in which the AC was placed, that is, during the month of October and early November. We have experienced this same type of surface erosion problem on other pavements which were constructed late in the fall without the opportunity for asphalt to further cure during the hot summer weather. It was noted that air temperatures at the time of paving were often near the 50 degree minimum limit.

RECEIVED
 STATE HWY ENGR
 FEB 7 '84

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SCS	CONSTRUCTION	FE
SSO	SECTION	FE

Walter Bartell
 Reid Meritt
 Jim Wilson

During construction some of the asphalt used contained anti-stripping additives and some did not. The assistant project manager had a map showing locations where no additive, one percent additive, two percent additive, and three percent additive was used. Visually there was no particular difference in the surface erosion due to the anti-strip additives. At this time it is not possible to determine if the erosion will continue and become serious during the winter or if it will tend to level out at its present condition. If it does not continue to get worse it would seem appropriate to correct this condition with an emulsified fog seal next construction season.

Aggregate Production

Early in the aggregate production the contractor requested revised gradation target values in accordance with the terms of the contract. The engineer approved these revised target values and aggregate production commenced. The crushed rock produced did not meet the revised specification. About 75 percent of the natural sand and 50 percent of the coarse aggregate and quarter minus aggregate exceeded the specified tolerances from the revised target value. The averages were within specifications. During October and early November 1983 the contractor produced some 60,000 tons of asphaltic concrete. This material did comply with the contract acceptance specifications. A penalty of approximately \$12,000 has been assessed to this material which has a total value of about \$1,200,000.

The contractor contends that he has proved that the stockpiled material will produce a specification mixture and therefore, he should receive payment for materials on-hand. The contract provides that materials on-hand may be paid for stockpiled aggregate if it meets contract specifications. The contract is silent about material that does not meet the aggregate specification but has been proven to be capable of producing a final mix complying with the acceptance specifications.

The inspection group questioned whether the surface erosion currently being experienced could be related to the quality of the aggregate the contractor has produced. Based on current information all present agreed there is no reason to suspect that the erosion was caused by the variance in gradation of the aggregate produced and presently being considered for payment as materials on-hand. It is however, very likely that the addition of a large quantity of natural sand to the AC aggregate had an effect on the susceptibility for surface erosion. However, the specifications for this contract did not limit the proportions

of natural sands consequently that material was in specifications in that regard. The State's specification committee recently proposed a limitation to the natural sands that can be added to AC aggregate. This proposed specification is currently being reviewed.

Summary - Materials on Hand

The subject AC aggregates exceed the tolerance values in the contract. This project has both a "methods" specifications for aggregate during production and an "end product" specification on which final acceptance is based. The contractor did not meet the method specification. The AC aggregate did not comply with the tolerances which are specified. However, the contractor has been able to utilize those aggregates to produce some 60,000 tons of asphaltic concrete which does comply with the "end product" specifications. The specifications do not literally prohibit payment for material on-hand for aggregates not meeting the methods specification shown in Article 403.17. It is the State and FHWA policy to pay contractors whenever practical for materials on-hand in an effort to reduce overall construction costs. The State has agreed with the contractor to pay for stockpiled AC aggregate as materials on-hand. However, their payment is limited to about 65 percent of the normal materials on-hand payment. The 65 percent was decided upon because the material does not meet the aggregate specification. I agree with the State's position in this matter.

It has been suggested that the specifications should be written such that payment for materials on-hand not be allowed unless the aggregate meet the production "method" specification. In this manner payment for materials on-hand would be an incentive to the contractor to produce the aggregate within the specified tolerances. For future projects, I recommend that either the method specification be given teeth by making materials on-hand payment contingent on the stockpile aggregate meeting the methods specification in the contract or eliminate the method specification and rely on the end product specification solely.

Saturday Paving

The contract states that the contractor can not close a lane of traffic between Friday at 3pm and Sunday midnight. This specification was included to accomodate the higher volumes and different type of weekend traffic. The contractor requested relief from this specification and asked to be able to pave on Saturdays. Despite my objection the State allowed the contractor to pave Saturday October 15, and October 29.

|| X
|| Y

During October and early November the ambient air temperatures were near the minimum specified paving temperature of 50 degrees. It was obvious the contractor could not finish the contract during 1983 season and will have to finish it next spring or summer. I felt it would be better to postpone the paving operation to the next construction season thereby allowing the summer's heat to further cure out the new pavement. The following quantities of AC paved on the two Saturdays discussed above were:

Saturday October 15, Mixture 2480 tons, Value \$27,285
Asphalt in Mix 135 tons, Value \$21,333
Asphalt in Tack 4 tons, Value \$659
Saturday October 29, Mixture 2662 tons
Asphalt in Mix 152 tons Value \$23,986
Asphalt in Tack 7 tons Value \$1,070

Flagging cost totaled \$942 for both October 15, and October 29. Total value of the work is \$104,555.

Since this work was performed in violation of the provisions of the contract I recommend Federal participation be withheld for the above work.

Existing Guardrail Relocation

We discussed the end treatment of existing metal guardrail where the leading end terminates in a cut section. It was agreed that, if practical, leading ends should be buried in lieu of the end sections called for in the plans. Also it was agreed that all rail 18 inches (measured from the rail center) or less in height from the roadway surface should be raised to the current standard of 21 inches.

Memor

Steve Monahan

Heard Metzger

For Set Traffic Restrictions

I met with FHWA Area Engineer Dave Carter and District Engineer Glenn Hossner this AM about modifying Special Provision 104.05 on several projects where Friday and Saturday traffic restrictions should not have been included from a traffic and construction season viewpoint. Mr Hossner agreed the traffic restrictions were not justified. But he wanted a monetary adjustment.

After pressing, he suggested, without assuring approval, to submit the Pa's with

- 1) A strong finding in the public interest to make the change (at no cost).
- 2) A reserved right on the Pa to cancel without cost to the State if traffic or other reasons subsequently necessitated
- 3) ~~At~~ a Promise to better review future Special Provisions. Bryant Jackman has initiated this review



STATE OF OREGON

INTEROFFICE MEMO

TO: C. Fredrickson
Construction Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Sandy to Mitchell Pt. Sec.
Columbia River Hwy #2

DATE: July 6, 1984

In response to your telephone request, we have investigated the traffic composition on weekends in the subject area. The weekend data on commercial vehicles is almost nil, but it is estimated that although the weekend total traffic is slightly higher than the weekday traffic, the truck traffic would be approximately 50% to 70% of the weekday trucks. It is estimated that an influx of RV traffic would occur eastbound Friday evening and Saturday AM, and westbound Sunday.

It is not expected that this level of traffic would introduce any unworkable conditions while operating within the 3 PM cutoff time.

L. E. George
Traffic Engineer

RW:ps

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CP		CONSTRUCTION	QCS	
EEO		SECTION	FILE	



STATE OF OREGON

INTEROFFICE MEMO

TO: Jerry Wimer
Assistant Construction Engineer

FROM: *J. H. Versteeg*
Road Design Engineer

SUBJECT: Traffic Restrictions Paving Projects

DATE: July 3, 1984

RECEIVED

Do Not File
Return To
Bring Up
Action

ROAD DESIGN
SECTION

Friday and Saturday paving restrictions can be a key part of the direction and protection of traffic as developed by the Final Design unit. These restrictions do place some controls on the contractor's operation. We consider these restrictions a direct cost for the protection of the travelling public.

There may be some projects where these weekend paving restrictions are unrealistic. In those instances where these restrictions are lifted there should be a reasonable adjustment in the unit prices. We would appreciate being advised when these paving restrictions are deleted from current or future paving projects.

REFERRED TO

Mann Cuno Henry
Eriksen Dayton
Baker Anderson *AB*
King Bedford Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

JHV:bn

cc: Region Engineers
Paving Committee

cc. Hal Versteeg - Construction authorized on 31 PA's on the following projects. Contractor pays overtime. Public receives earlier completion and more first season pavement curing. Considering that our newer paving specifications limit the paving season, we shouldn't preclude Saturday paving unless traffic necessitates.

SectionAreaContract

Section	Area	Contract
Blue Mtn - Elgin	Western - Elgin	9834/XX
Iron Butte - Fremont	The Dalles - Col	9774/XX
Pance Cr - Cottonwood Cr	John Day - Burns	9756
Handy R - Mitchell R	Columbia R	9669/XX

RECEIVED
JUL 06 1984
CONSTRUCTION QCS
SECTION FILE

Westbound only until 3:20 PM Saturday - No paving either direction after 3:20 PM - FR

*cc. H. Patterson - Please forward cc's to Wimer
Region correspondence regards these (XX) 3 to Versteeg*



STATE OF OREGON

INTEROFFICE MEMO

TO: JERRY WIMER
Contract Operations Engineer

DATE: July 2, 1984

FROM:

Marion Craft

MARION CRAFT
Metro Region Construction Engineer

SUBJECT:

SANDY RIVER-MITCHELL PT.
COLUMBIA RIVER HIGHWAY
CONTRACT NO. [REDACTED]

Attached is a request from the contractor dated June 13, 1984 for permission to pave on Saturdays during the 1984 paving season. He lists three reasons for the request and there is some validity to the reasons listed. I was not able to get any breakdown of the percentage of trucks on Saturday versus the percentage for the rest of the week, but, realistically, there probably are fewer heavy trucks on the road on Saturday and Sunday.

From a traffic operations viewpoint, the attached hourly breakdowns show that Saturday paving, especially if limited to about 3 PM, should not cause any serious problems. If we do allow Saturday paving, we should stipulate that permission could be revoked if, in the opinion of the engineer, traffic is being unreasonably held up.

Your recommendation is needed.

cc Marion Craft — Matter discussed with Tom Ince and Dave Weaver. Weaver's letter to follow. It will cover generally truck traffic and recreation vehicles. Also hourly volumes. We shouldn't allow lane restrictions:

MC/cp
Attachments
cc Reid Meritt

*Fridays (E day before holidays) After 3 PM
Saturdays*

*Eastbound
Westbound
Sundays & Holidays*

*Anytime
After 3 PM
Anytime*

From this you can allow westbound paving on Saturdays before 3 PM based on:

- 1) Earlier barrier completion*
- 2) Less overall time traffic exposed to a construction area*
- 3) More summer curing weather after paving completion*

Be sure to reserve right to revoke if traffic held up. J.W.

CE	CAE	RECEIVED	LS	TC
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EEO		SECTION	FILE	



STATE OF OREGON

Highway Construction

378-6318

INTEROFFICE MEMO

TO: TO THE FILES

DATE: June 29, 1984

COPIAL SIGNED BY GERALD WIMER

FROM: Gerald Wimer
Construction Operations Engineer

SUBJECT: Friday and Saturday Traffic Restrictions

I met with FHWA Area Engineer Dave Carter and District Engineer Glenn Hossner this a.m. about modifying Special Provision 104.05 on several projects where Friday and Saturday traffic restrictions should not have been included from a traffic and construction season viewpoint. Mr. Hossner agreed the traffic restrictions were not justified, but he wanted a monetary adjustment.

After pressing, he suggested, without assuring approval, to submit the Price Agreements with:

1. A strong finding in the public interest to make the change (at no cost).
2. A reserved right on the Price Agreement to cancel without cost to the State if traffic or other reasons subsequently necessitated.
3. A promise to better review future Special Provisions. Bryant Jackmond has initiated this review.

JW:mk

cc: Pat Schwartz
Region Construction Engineers
Steve Macnab
Herm Mitzel ✓

JW/M28

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
June 18, 1984
The Dalles, Oregon

FILE: CON 5
9669

OM MRE OE PPM

TOS RECEIVED

US JUN 19 1984 P

CSA Metro Region T

SO PA EM BUD

W. Reid Meritt
FROM: W. Reid Meritt
Project Manager

SUBJECT: Saturday Paving Request
Sandy River - Mitchell Point
Columbia River Highway
Hood River & Mult. Counties
Contract No 9669

TO: Marion Craft
Region 1 Construction Engineer

MILWAULKIE

Here, for your consideration and recommendation, is a copy of a request from the contractor for permission to pave on Saturdays during the 1984 paving season on the above subject project.

As you will recall, in the fall of 1983 a similar request was denied by this office, by Metro Region and by Construction. The contractor then made a direct request to an Assistant State Highway Engineer and received approval.

Subsequent to this approval, the FHWA had advised that they may not participate in the work done on Saturdays. It is understood that some meetings were held with an FHWA official this winter. I was not present at or advised of these meetings nor of any conclusions or agreements which may have been reached. Consequently, I am not able to relate with this request.

Also, the original Price Agreement No. 9 for permission to pave on Saturdays was recently returned as voided and a revised agreement was included for execution. Copies of this agreement are attached for your information.

I do not recommend approval of this request.

Please advise me of the disposition of this request.

cc: file

WRM/hc



P.O. BOX 603 / SALEM, OREGON 97308 / (503) 585-5656

June 13, 1984

Oregon State Highway Division
3313 N.E. Frontage Road
The Dalles, Oregon 97058

RE: Sandy River-Mitchell Point
OSHD Contract # 9669

Attn: Reid Merritt

Gentlemen:

We are hereby requesting permission to pave on Saturdays during the 1984 paving season. The reasons for this request are (1) earlier completion of median barrier making a safer condition for traveling public. (2) Earlier completion of paving work which will eliminate equipment in roadway during late summer traffic. (3) Saturday is one of the lowest traffic volume days on this highway because of fewer trucks.

Please consider our request and advise us as soon as possible.

Sincerely,

COMCO CONSTRUCTION

By


Alan Hay, Controller

AH/peh

 RE ARE REC

JUN 14 1984

FILE



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 23, 1984
IN REPLY REFER TO
HFO.1-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-84-2(5)15
Sandy River-Mitchell Point Section
Columbia River Highway
Contract No. 9669
Price Agreement No. 8 - Saturday Paving

I have reviewed the support data accompanying Mr. Schwartz' memorandum dated April 30.

Normally specification changes are based on some type of benefit to the State or the public. Often this benefit comes in the form of reduced construction cost or improved product quality. Other user benefits such as improved road user safety, reduced operating cost, etc. are also legitimate reasons for certain specification changes.

The support data submitted with your memorandum do not demonstrate a need nor point out any public benefit derived from the subject specification change that would off-set the adverse effect of such late season paving. Therefore, I do not concur with Price Agreement No. 8 and it is returned without approval.

Sincerely yours,

Dale E. Wilken
Dale E. Wilken
Division Administrator

Attachment

CC:
OSHD (W E Schwartz)
OSHD (G Potter)
OSHD (C O Fredrickson)

RECEIVED STATE HWY ENGR						
MAY 24 '84						
REFER TO <i>Schwartz</i>						
Info	Index	R/D	D/W	Spec	Rel	File

NOTED
H.S. COULTER

W/2110.

DATE: April 30, 1984

TO: W. E. Wilken, Division Administrator
General Highway Administration

CON

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Price Agreement No. 8
Sandy River-Mitchell Point
Contract No. 9669
FAP No. IR-84-2(5)15

Attached is Price Agreement No. 8 on the above project. This agreement amends Section 104.05 of the Special Provisions and permits the contractor to place asphaltic concrete on Saturdays until 3:00 p.m. The contractor expressed his desire to place as much pavement during the 1983 season as conditions would permit. I reviewed and gave careful consideration to this request and concluded that there appeared to be no reason not to permit paving on Saturdays in this location at this time of the year and that it was in the best public interest to allow paving to proceed.

In my opinion, the traffic volumes on this highway section would probably be no greater on Saturday than on Friday, and further that the volume of traffic on either day could easily be carried by one lane. I further considered that Saturday, October 15, 1983 was the opening of the Eastern Oregon deer season, and concluded that most of this type of traffic would occur prior to Saturday.

A review of the actual traffic volumes, taken from the permanent recorder at the Sandy River Bridge, supports my conclusions. Paving was performed on Saturday, October 15, 1983 in the westbound lanes and on Saturday, October 29, 1983 in the eastbound lanes. A copy of the hourly automatic traffic recorder data is enclosed for your information.

The average hourly volume of westbound traffic from 7:00 a.m. to 3:00 p.m. on Saturday, October 15, 1983 was 397 vehicles per hour, with an hourly high volume of 573 vehicles from 2:00 to 3:00 p.m. The average hourly volume of westbound traffic from 7:00 a.m. to 3:00 p.m. on Friday, October 14 was 491 vehicles per hour, with a high volume of 650 vehicles from 2:00 to 3:00 p.m.

Dale E. Wilken
April 30, 1984
Page 2

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Thus it can be seen that, from a traffic volume standpoint, Saturday paving was less disruptive to traffic than Friday paving. Further, the traffic volumes on this section can be easily and safely handled with one traffic lane on either of these days.

Your concurrence in this Price Agreement is requested.

Att.

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
O. B. Jackmond



HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) SANDY RIVER - MITCHELL POINT		CONTRACT NO. 9669			
HIGHWAY COLUMBIA RIVER	COUNTY MULT. & HOOD RIVER	PREFIX 626-1087			
CONTRACTOR'S NAME AND ADDRESS COMCO CONSTRUCTION, OREGON LTD. dba Salem Road & Driveway Co. P.O. Box 805 McMinnville, OR 97128		F. A. PROJECT NO. IR-84-2(5)15			
		PRICE AGREEMENT NO. 8			
DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT: Revise Section 104.05, Maintenance of Traffic Through the Work, of the contract Special Provisions approving the scheduling of work by the contractor on Saturdays, except that no traffic lanes shall be closed to traffic after 3:00 P.M. on Saturday.					
PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3008A	Revise Section 104.05 to Include Work on Saturday	-	-	- -	\$0.00
ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE \$ 0.00 DECREASE					
SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:					
PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN. SIGNED: <u>[Signature]</u> <u>2/28/84</u> CONTRACTOR DATE APPROVAL RECOMMENDED BY LOCAL AGENCY DATE SUBMITTED BY PROJECT MANAGER DATE <u>Walter Bantel</u> <u>3/1/84</u> APPROVAL RECOMMENDED OR APPROVED BY REGION DATE <u>Maxine Coff</u> <u>3-5-84</u> NOTED OR APPROVED BY CONSTRUCTION DATE INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.					

OREGON STATE HIGHWAY DIVISION
 TRAFFIC ENGINEERING SECTION
 CANNING SURVEY UNIT
 DAILY AUTOMATIC TRAFFIC RECORDER DATA

STA #	MONTH	YEAR	ADT	AWD	AV SAT	AV SUN
26001W	OCT	83	7,751	7,313	7,798	9,893
MAXIMUM HOUR	1,503	DAY 16	HOUR 06P	MAXIMUM DAY	11,397	

DAY OF WK.	DATE	24 HR TOTAL
------------	------	-------------

SUN	2	10,478	24
SUN	9	9,556	24
SUN	16	11,397	24
SUN	23	9,879	24
SUN	30	8,154	24
MON	3	7,647	24
MON	10	7,204	24
MON	17	6,897	24
MON	24	6,481	24
MON	31	6,970	24
TUE	4	7,776	24
TUE	11	6,682	24
TUE	18	6,351	24
TUE	25	6,416	24
WED	5	7,615	24
WED	12	6,705	24
WED	19	6,536	24
WED	26	6,319	24
THU	6	7,852	24
THU	13	7,649	24
THU	20	6,861	24
THU	27	6,528	24
FRI	7	9,694	24
FRI	14	8,965	24
FRI	21	8,565	24
FRI	28	7,857	24
SAT	1	8,034	24
SAT	8	8,370	24
SAT	15	8,262	24
SAT	22	7,355	24
SAT	29	6,971	24

RECORDER INOPERATIVE FOR DAYS NOT SHOWN

(1) ESTIMATED A.D.T. & A.W.D. - DUE TO INCOMPLETE OR UNAVAILABLE DATA

HURLEY AIRCRAFT RECORD DATA

STATION NUMBER	DATE	MO	DAY	YR	AM	HOUR OF DAY									
						12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00		
26001W	10 01	10	01	3	AM	122	58	70	39	33	56	91	131		
26001W	10 01	10	01	3	PM	515	541	647	728	737	762	592	511		
26001W	10 02	10	02	3	AM	71	60	44	33	26	41	65	91		
26001W	10 02	10	02	3	PM	489	681	732	997	1131	1221	1127	921		
26001W	10 03	10	03	3	AM	114	91	75	49	67	121	265	431		
26001W	10 03	10	03	3	PM	293	223	562	625	744	699	612	441		
26001W	10 04	10	04	3	AM	115	72	61	58	62	87	226	411		
26001W	10 04	10	04	3	PM	421	512	607	664	701	628	496	391		
26001W	10 05	10	05	3	AM	81	62	51	49	43	107	234	421		
26001W	10 05	10	05	3	PM	385	475	547	651	727	642	540	391		
26001W	10 06	10	06	3	AM	68	73	36	49	59	106	253	421		
26001W	10 06	10	06	3	PM	394	493	632	624	678	618	567	431		
26001W	10 07	10	07	3	AM	107	72	59	35	66	94	224	421		
26001W	10 07	10	07	3	PM	537	614	771	833	889	803	700	581		
26001W	10 08	10	08	3	AM	132	74	64	45	39	53	101	151		
26001W	10 08	10	08	3	PM	508	598	658	718	746	792	667	461		
26001W	10 09	10	09	3	AM	88	56	40	29	32	35	54	91		
26001W	10 09	10	09	3	PM	521	665	817	915	1072	1145	919	771		
26001W	10 10	10	10	3	AM	107	64	60	49	61	107	279	411		
26001W	10 10	10	10	3	PM	426	507	521	618	575	562	440	341		
26001W	10 11	10	11	3	AM	74	48	43	37	62	102	240	411		
26001W	10 11	10	11	3	PM	345	414	492	618	587	482	460	341		
26001W	10 12	10	12	3	AM	76	47	41	34	52	111	245	401		
26001W	10 12	10	12	3	PM	377	375	518	593	610	498	436	311		
26001W	10 13	10	13	3	AM	67	61	54	39	58	109	233	421		
26001W	10 13	10	13	3	PM	427	469	576	612	597	602	528	431		
26001W	10 14	10	14	3	AM	84	60	55	48	65	123	234	311		
26001W	10 14	10	14	3	PM	550	562	650	711	792	724	636	511		
26001W	10 15	10	15	3	AM	117	81	68	57	29	72	96	111		
26001W	10 15	10	15	3	PM	506	493	573	701	775	818	717	511		
26001W	10 16	10	16	3	AM	87	73	71	50	36	37	58	811		
26001W	10 16	10	16	3	PM	540	604	684	700	741	750	708	611		



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

HOURLY AUTOMATIC TRAFFIC RECORDER DATA

STATION NUMBER	DATE	AM	PM	HOUR OF DAY											
				12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00
26001W	10 01	3	AM	122	58	70	39	33	56	91	136	222	336	443	465
26001W	10 01	3	PM	515	541	647	728	737	762	592	516	368	240	178	139
26001W	10 02	3	AM	71	60	44	33	26	41	65	90	98	219	298	433
26001W	10 02	3	PM	489	681	732	997	1131	1221	1127	924	691	499	324	184
26001W	10 03	3	AM	114	91	75	49	67	121	265	435	289	330	266	399
26001W	10 03	3	PM	293	223	562	625	744	699	612	444	336	226	242	140
26001W	10 04	3	AM	115	72	61	58	62	87	226	416	317	355	381	361
26001W	10 04	3	PM	421	512	607	664	701	628	496	390	311	243	174	118
26001W	10 05	3	AM	81	62	51	49	43	107	234	421	303	330	387	412
26001W	10 05	3	PM	385	475	547	651	727	642	540	398	278	183	167	152
26001W	10 06	3	AM	68	73	36	49	59	106	253	427	309	349	375	414
26001W	10 06	3	PM	394	493	632	624	678	618	567	437	318	247	192	134
26001W	10 07	3	AM	107	72	59	35	66	94	224	424	332	366	435	500
26001W	10 07	3	PM	537	614	771	833	889	803	700	586	397	335	310	203
26001W	10 08	3	AM	132	74	64	45	39	53	101	150	251	367	456	512
26001W	10 08	3	PM	508	598	658	718	746	792	667	468	376	275	187	143
26001W	10 09	3	AM	88	56	40	29	32	35	54	97	118	184	318	450
26001W	10 09	3	PM	521	665	817	915	1072	1145	919	770	507	330	241	153
26001W	10 10	3	AM	107	64	60	49	61	107	279	419	284	318	374	376
26001W	10 10	3	PM	426	507	521	618	575	562	440	341	265	202	138	111
26001W	10 11	3	AM	74	48	43	37	62	102	240	410	290	288	331	378
26001W	10 11	3	PM	345	414	492	618	587	482	460	347	227	173	130	104
26001W	10 12	3	AM	76	47	41	34	52	111	245	408	263	321	355	359
26001W	10 12	3	PM	377	375	518	593	610	498	436	310	240	181	154	101
26001W	10 13	3	AM	67	61	54	39	58	109	233	426	296	305	394	401
26001W	10 13	3	PM	427	469	576	612	597	602	528	433	324	280	203	150
26001W	10 14	3	AM	84	60	55	48	65	123	234	399	341	424	467	536
26001W	10 14	3	PM	550	562	650	711	792	724	636	503	377	260	201	103
26001W	10 15	3	AM	117	81	68	57	29	72	96	190	197	305	428	488
26001W	10 15	3	PM	506	493	573	701	775	818	717	542	394	266	214	145
26001W	10 16	3	AM	87	73	71	50	36	37	58	94	106	187	286	419
26001W	10 16	3	PM	540	604	684	720	740	710	610	480	728	407	310	110



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
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**END
OF
RETAKE**

OREGON STATE HIGHWAY DIVISION
 . TRAFFIC ENGINEERING SECTION
 PLANNING SURVEY UNIT
 DAILY AUTOMATIC TRAFFIC RECORDER DATA

STA #	MONTH	YEAR	ADT	AWD	AV SAT	AV SUN
26001E	OCT	83	7,623	7,447	7,984	8,144
MAXIMUM HOUR	916	DAY 23	HOUR 03P	MAXIMUM DAY	11,044	

DAY OF WK.	DATE	24 HR TOTAL
------------	------	-------------

SUN	2	7,893	24
SUN	9	8,258	24
SUN	16	9,183	24
SUN	23	8,603	24
SUN	30	6,784	24
MON	3	6,390	24
MON	10	7,357	24
MON	17	6,697	24
MON	24	6,639	24
MON	31	6,021	24
TUE	4	6,562	24
TUE	11	6,783	24
TUE	18	6,400	24
TUE	25	6,789	24
WED	5	6,775	24
WED	12	6,649	24
WED	19	6,295	24
WED	26		
THU	6	6,874	24
THU	13	7,045	24
THU	20	6,770	24
THU	27	9,321	24
FRI	7	8,911	24
FRI	14	11,044	24
FRI	21	8,612	24
FRI	28	11,015	24
SAT	1	8,095	24
SAT	8	7,885	24
SAT	15	9,010	24
SAT	22	7,515	24
SAT	29	7,415	24

RECORDER INOPERATIVE FOR DAYS NOT SHOWN

(1) ESTIMATED A.D.T. & A.W.D. - DUE TO INCOMPLETE OR UNAVAILABLE DATA

STATION NUMBER	DATE	MO	DAY	TIME	DATE											
					12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00
26001E	10	17	3	AM	64	48	49	48	78	132	203	331	314	428	462	479
26001E	10	17	3	PM	434	453	441	438	469	498	408	246	177	186	181	130
26001E	10	18	3	AM	89	51	53	57	60	113	182	276	347	408	470	459
26001E	10	18	3	PM	442	394	408	394	459	496	396	232	206	191	185	32
26001E	10	19	3	AM	49	59	64	43	63	128	159	287	370	397	421	393
26001E	10	19	3	PM	394	407	403	404	424	510	363	241	205	214	170	127
26001E	10	20	3	AM	89	61	50	51	69	121	180	325	336	403	390	406
26001E	10	20	3	PM	433	433	437	488	538	529	413	277	226	206	182	127
26001E	10	21	3	AM	100	62	69	49	62	116	181	294	350	399	485	478
26001E	10	21	3	PM	481	539	585	607	655	775	696	547	388	314	219	161
26001E	10	22	3	AM	102	80	80	71	88	159	239	303	355	458	489	479
26001E	10	22	3	PM	484	517	542	526	505	462	444	323	278	226	150	155
26001E	10	23	3	AM	117	61	52	38	34	68	110	185	280	317	472	614
26001E	10	23	3	PM	635	721	916	888	754	652	521	387	292	202	172	115
26001E	10	24	3	AM	82	52	46	45	73	84	195	319	335	411	458	506
26001E	10	24	3	PM	476	448	455	446	428	454	390	264	221	159	179	113
26001E	10	25	3	AM	104	63	52	38	58	109	193	297	343	448	470	451
26001E	10	25	3	PM	402	453	435	471	439	546	436	295	206	183	175	122
26001E	10	26	3	AM												
26001E	10	26	3	PM												
26001E	10	27	3	AM	144	134	97	77	80	88	216	358	512	567	624	502
26001E	10	27	3	PM	567	506	448	497	582	565	648	588	493	362	299	287
26001E	10	28	3	AM	201	178	153	87	111	115	255	385	514	612	610	610
26001E	10	28	3	PM	650	539	631	676	689	755	822	776	630	450	300	266
26001E	10	29	3	AM	235	177	143	82	68	87	132	204	292	311	434	457
26001E	10	29	3	PM	493	553	491	508	496	464	431	360	344	268	205	150
26001E	10	30	3	AM	136	90	181	39	70	101	152	209	293	397	469	452
26001E	10	30	3	PM	487	538	599	540	508	468	309	251	194	115	101	75
26001E	10	31	3	AM	42	30	45	59	89	141	298	322	381	431	423	407
26001E	10	31	3	PM	383	407	409	410	458	351	229	160	193	133	131	89



Department of Transportation
STATE HIGHWAY DIVISION

The Dalles, Oregon
October 3, 1983

In Reply Refer to
File No.

Compco Construction, Oregon Ltd.
dba Salem Road & Driveway Co.
P. O. Box 805
McMinnville, Oregon 97128

RE: Sandy River-Mitchell Point Sec.
Columbia River Highway
Contract No. 9669

Dear Sirs:

As Mr. Jay Compton was advised at our meeting on this date, Price Agreement No. 1, which you revised to reflect your changed target values for each of individual sieve sizes of the various aggregate stockpiles you propose to use in production of asphalt concrete mixture has been approved.

The target values established in this price agreement are comparable to the average gradation of all tests on asphalt concrete aggregates which you have produced to date.

However, the fact remains that there are extreme variations in individual material test results and that as of this date approximately 45% to 50% of gradation tests on 3/4"-1/4" and 1/4"-0 materials and approximately 75% of gradation tests are not in conformance with your requested gradation specifications which are established by this price agreement. Because of this it is anticipated and expected that:

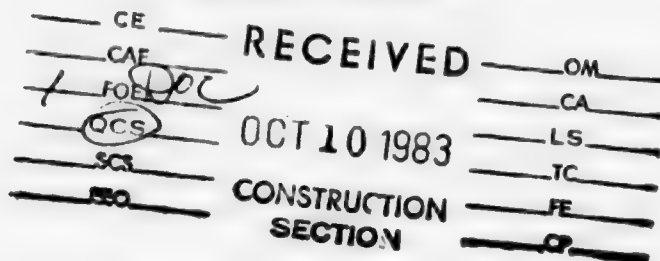
1. You may have considerable difficulty producing asphalt concrete mixture having a "P" value of less than 2.
2. May be considerable reduction in price for asphalt concrete mixture placed due to "P" values between 2 and 15.

If "P" values greater than 15 are experienced, we will expect you to shut down your operation and take necessary corrective actions to alleviate this condition. If you do not take this action, you can anticipate that we will issue a suspension of work order when such "P" values are experienced.

Respectfully,

W. Reid Meritt
W. Reid Meritt
Project Manager

cc: Marion Craft
Construction
File



OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

THE DALLAS, OR. 97353

SEP 11 1983

FILE

FROM: *Walter Bartel*
WALTER BARTEL,
ASST. PROJECT MANAGER

SUBJECT: SANDY RIVER - MITCHELL . SLC.
COLUMBIA RIVER HIGHWAY
HOOD RIVER & MULTNOMAH CO.
CONTRACT NO. 9669

TO: MEMO-TO-THE-FILES

At approximately 12:00 N. on 1 September 1983 I received a telephone call from Don Trout, Road Design - Final Project Coordinator, stating that COMCO Construction Oregon Ltd. dba Salem Road and Driveway Co. were reported in violation of their operating permit for Source No. 14-32-1 located in the City of Cascade Locks. An investigation of the situation was requested by Mr. Trout.

I arrived at the site at approximately 2:00 PM, and in the company of Mr. Richard Wixom of the Department of Environmental Quality the following was found.

- 1) The floor of the stockpile site is approximately 3 feet above the water elevation of the Columbia River. A 10 foot high dike separates the stockpile site from the river. The dike was constructed along the water's edge. With the heavy rainfall over the last week, the contractor constructed an opening through the dike to drain the floor of the stockpile site. The dike opening was approximately 8 feet wide with near vertical side slopes 10 feet high.
- 2) The material from the dike opening was pushed out into the river to a point approximately 30 feet beyond the shoreline.
- 3) Turbidity was visible up to 75 feet from the river bank and stretching 400 - 500 feet upstream and downstream.
- 4) A tan colored foam possibly of oil origin was floating on the water along the shoreline beginning at the dike opening and stretching downstream approximately 300 - 400 feet. Oil visible in the mud from the floor of the stockpile site may be the source of this foam.

Samples of the foam and turbidity were taken and given to Mr. Wixom.

The problem was brought to the contractor's attention, and at approximately 2:40 PM he began rebuilding the dike with adjacent material. During future periods of heavy rainfall, the contractor intends to pump the runoff into a settling pond used in the crushing operation.

WGB

cc: Don Trout
Al Harwood
Richard Wixom
Files

1	Versteeg	RECEIVED
	Anderson	
	Adams	
	Lacab	SEP 08 1983
	Stoudemire	Do Not File
2	Terpin	Return to
	Wackerlig	Bring Up
		Action

ROAD DESIGN SECTION

July 13, 1983

Comco Const. Oregon Ltd., dba
Salem Road & Driveway Co.
P.O. Box 603
Salem, OR 97308

CON 5

#9669

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9669 for work on the Sandy River-Mitchell Point Section of the Columbia River Highway in Multnomah & Hood River Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

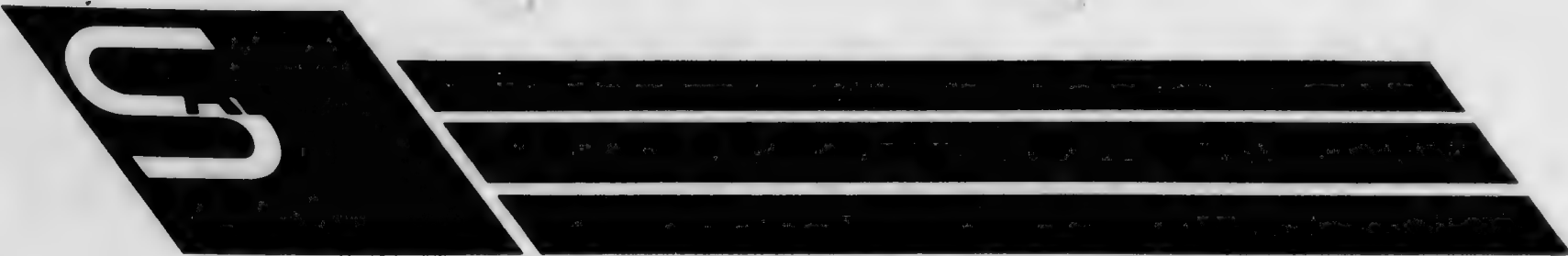
Robert W. Gormsen
COMMISSION SERVICES

bk
Enclosure

cc: United Pacific Insurance Co.
825 NE Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Kasey
Walt Hart
Bob Church
Janice Peterson
E. L. Hardt
Reid Meritt



June 20, 1983

Oregon Department of Transportation
Office of Commission Service
Room 121, State Transportation Building
Salem, OR 97310

Re: OSHD Contract
Sandy River-Mitchell Point #9699
MBE Goal

Gentlemen:

The following MBE Contractor will be used on the above referenced project:

Dirt & Aggregate Interchange, Inc.
20905 NE Sandy Boulevard
Troutdale, OR 97060
Minority-Owned

2. Mobilization	Lump Sum		\$	95,000.00
3. Temporary Protection	Lump Sum			5,000.00
11. Removal of Struct & Obstruct	Lump Sum			83,500.00
28. Guard Rail, Type 2A	7,988	@	\$ 5.00	39,940.00
29. Guard Rail, Type 2A, 8' Post	3,450	@	6.00	20,700.00
30. Extra Post w/Blocks	76	@	40.00	3,040.00
31. Extra Rail Elements	475	@	5.00	2,375.00
32. Median Barrier Connection	1	@	400.00	400.00
33. Guard Rail Anchors, Type 1	102	@	300.00	30,600.00
34. Rail End Pieces, Type C	48	@	80.00	3,840.00
35. Adjust Guard Rail	24,449	@	1.25	30,561.25
37. Concrete Median Barriers, Modified	82,469	@	13.25	1,092,714.25
38. Concrete Median Barrier @ Bridge Column	72	@	70.00	5,040.00
				<u>\$1,412,710.50</u>

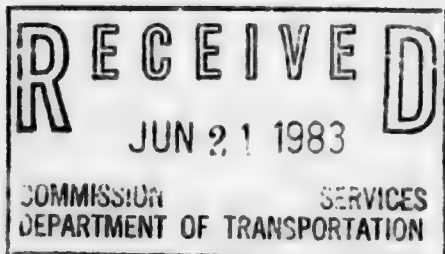
Sincerely,

COMCO CONSTRUCTION, OREGON LTD.
dba Salem Road & Driveway Co.

By

John C. Compton, President

FAH:lm



Sandy River - Mitchell Birt

6-11-84

- No qualifying tests taken for ~~retirable~~ Particles
- Tests run after aggregate production indicate:
 - a) no problem with coarse aggregate
 - b) marginal fine aggregate $\frac{1}{4}"-0$
 - c) out of spec Blend sand

✓	Venture	RECEIVED
	Anderson	
	Adams	
	Macnab	
	Edwards	
	Tierpin	
	Thwait	
	Whittle	
	ROAD DESIGN SECTION	
	JUN 14 1984	
	Do Not File	
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	Bring Up	
	NOTED HUNTER	
	E.S.	

- Current Mix Design is for

Coarse Aggregate	$\frac{3}{4}"-\frac{1}{4}"$	24%
Fine Aggregate	$\frac{1}{4}"-0$	52%
Blend Sand	$\frac{1}{4}"-0$	24%
- Proposed Action to get acceptable job:
 1. Reduce amount of Blend Sand by $\frac{1}{2}$, i.e. use 11%
 2. Add Lime and Pave Bond antistripping to increase IRS to 90+
 3. Use AR 4000W Cement instead of AR 4000
 4. Place $\frac{1}{2}"$ plant mix seal on sawed sections and on section yet to be placed
- Lab will run additional mix designs
- Merritt will negotiate changes with Compton

QUALIFYING TESTS

Sandy River - Mitchell Point Highway Columbia River Contract No. 9669 Prefix No. 626-1007 F.A. Project No. IP-84-3
COMCO Construction Co., Ltd. dba.
Director Exten. Road & Driveway Co. Source and Type of Materials Asphalt Concrete Aggregate
Crushed Gravel - Corrado Lacks #14-32-1 Sheet 10

[illegible]

Source and Type of Materials Crushed Gravel - Casco Bay #12-32-1
Hypack! Concrete masonry

[illegible]

QUALIFYING TESTS

<u>Sandy River - Mitchell Point</u>	<u>Highway</u>	<u>Columbia River</u>	<u>Contract No. 9669</u>	<u>Prefix No. 626-1087</u>	<u>F.A. Project No. IR-94-2</u>
<u>COMCO Construction, Inc. Ltd 264</u>					
<u>for Salem Road & Parkway Co.</u>					
		<u>Source and Type of Materials</u>	<u>Asphalt Concrete Aggregate</u>		<u>Sheet 2 of</u>
			<u>Crushed Gravel-Cascade Lecks #A-32-1</u>		

[illegible]

Highway	Contract No.	Prefix No.	F.A. Project No.
1-Mitchell Point Construction, Inc. Ltd 669 and Parkway Co.	9669	626-1087	IR-94-2(5)15-
Columbus River	Asphalt Concrete Aggregate		
Source and Type of Materials	Cushad Gravel-Cascade Locks #4-32-1		Sheet 2 of 2

[illegible]

QUALIFYING TESTS

Location <u>Sandy River - Mitchell Point</u>	Highway <u>Columbia River</u>	Contract No. <u>9669</u>	Prefix No. <u>626-1087</u>	F.A. Project No. <u>IR-84-2(1)</u>
<u>CONCO Construction, Ora L.H. dba</u>			<u>Apply to Concrete Aggregate Qualification</u>	
Contractor <u>Salem Road & Driveway Co</u>			<u>Source and Type of Materials <u>Gravel - Cascade Lucks #14-32-1</u></u>	<u>Sheet 3 of 4</u>

[illegible]

Sheet 30f

QUALIFYING TESTS

in the River - M. T. Chell Point
Congo Construction, one 10 day
for School Road & Riverway for

Highway Columbia River

Contract No. 9669

Prefix No. 626-1087

Project No. IP-24-21

Source and Type of Materials	Asphalt Concrete Aggregate Specifications
	<u>Crushed Gravel - Colorado Loc. # 14-32-1</u>

Sheet 4 of 4

[illegible]

- Mitchell Point

Highway Columbia River

Contract No. 9669 Prefix No. 626-1087 F.A.
Alpha H Concrete Aggregate Publications
Specials Guided Grave - Concrete Luk's # 14-32-1

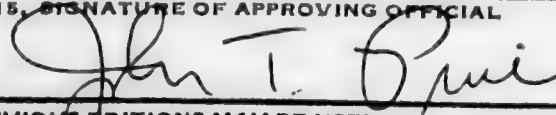
Prefix No. 626-1087 F.A. Project No. IR-84-2(5)13

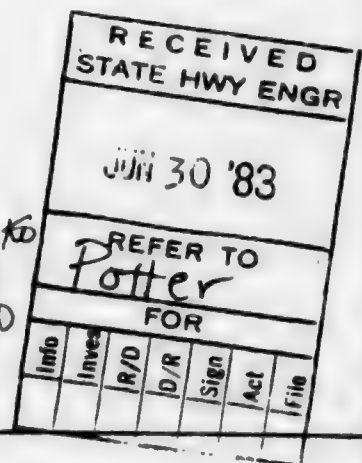
Source and Type of Materials

Gushed Gravel - Coxsack Lk. # 14-32-1

Sheet # of

[illegible]

r11 U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL AID PROJECT NO. I-IR-84-2(5)15						
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See below						
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 10004 & 20069	2A. COUNTY NAME Multnomah Hood River						
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon								
7. DATE AUTHORIZATION EFFECTIVE 6/8/83	8. FEDERAL ROUTE NUMBER Interstate 84	9. STATE ROUTE NUMBER Primary 2						
10. GENERAL LOCATION: Sandy River - Mitchell Point Section								
11. GENERAL DESCRIPTION OF WORK Program change								
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; margin-top: 10px;"> <tr> <td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td> <td>☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td> </tr> <tr> <td>☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION</td> <td>☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS</td> </tr> <tr> <td>☐ ACQUISITION OF RIGHT-OF-WAY</td> <td>☒ OTHER (Specify) Program change</td> </tr> </table>			☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☒ OTHER (Specify) Program change
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS							
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS							
☐ ACQUISITION OF RIGHT-OF-WAY	☒ OTHER (Specify) Program change							
13. REMARKS As requested by Mr. Potter's 6/8/83 letter I approve the program change as follows: 1. Project Number: Change to read "I-IR-84-2(5)15". 2. Appn Code: Add "042 & 04N". 3. Class of Federal Funds: Change to read "---& Interstate".								
14. DATE 6/8/83	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator						





Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: June 8, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 10004 & 20069
Project No. IR-84-2(5)15
Sandy River-Mitchell Point Section
Multnomah & Hood River

I request approval of a program change to joint fund the subject project with Interstate funds requiring revisions as follows:

- 1) Project Number : Change to read "I-IR-84-2(5)15".
- 2) Appn Code : Add "042 & 04N".
- 3) Class of Federal Funds : Change to read "--- & Interstate".

The reason for this request is the portion in Hood River County between Eagle Creek and Mitchell Point is eligible for stage construction of the pavement with adjustment of related appurtenances.

JLG:bks

cc: General Files

I-84



Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 7, 1983

In Reply Refer to
File No.:

DES 16

Dale E. Wilken, Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

Versteeg	✓	RECEIVED
Adams		
Adams		JUN 07 1983
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Adams		DO NOT FILE
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Adams		Return To
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Adams		DESIGN
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Adams		SECTION
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Adams		

Project NO. IR-84-2(5) 15
Sandy River - Mitchell Point Sec.
Columbia River Hwy.
Multnomah & Hood River Counties

The Eagle Creek - Mitchell Point portion of this project in Hood River County, is eligible for Federal-Aid Interstate funding.

It is proposed to install concrete median barrier in place of adjusting the metal median barrier on this portion of the project. The estimated cost to adjust the metal barrier should be allowed as a participating interstate cost for the concrete median barrier installation. This cost is estimated to be:

Barrier Length.....	\$ 82,549.00	Ft.
Unit cost to adjust metal barrier.....	3.00	Per Ft.
Amount to be allowed as participating cost.....	\$ 247,623.00	

We ask your concurrence that the estimated to adjust the metal median barrier may be applied as a credit to the "IR" funds and a debit to the "I" funds.

J. H. Versteeg
Road Design Engineer

By

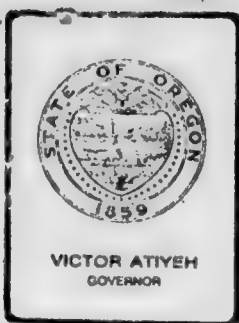
D.R. Adams, P.E.
Final Design Engineer

DRA:mg

cc: Gary Potter
E. L. Hardt
C. T. Keasey

r11 U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. IR-84-2(5)15		
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 10004 & 20069	2A. COUNTY NAME Hood River Multnomah		
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon				
7. DATE AUTHORIZATION EFFECTIVE 5/25/83	8. FEDERAL ROUTE NUMBER Interstate 84	9. STATE ROUTE NUMBER Primary 2		
10. GENERAL LOCATION: Sandy River - Mitchell Point Section				
11. GENERAL DESCRIPTION OF WORK Pavement overlay and guardrail				
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 50%; vertical-align: top;"> ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY </td> <td style="width: 50%; vertical-align: top;"> ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Salvage - Guardrail Cr. (\$78,540) Permanent Pavement Striping S.F. \$33,000 Temporary Pavement Striping S.F. \$5,000 </td> </tr> </table>			☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY	☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Salvage - Guardrail Cr. (\$78,540) Permanent Pavement Striping S.F. \$33,000 Temporary Pavement Striping S.F. \$5,000
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY	☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Salvage - Guardrail Cr. (\$78,540) Permanent Pavement Striping S.F. \$33,000 Temporary Pavement Striping S.F. \$5,000			
13. REMARKS After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate. Mr. Potter's 5/23/83 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of \$5,665,165 regular Federal-aid matching ratio appn. code 044 \$5,224,414 and increased Federal share (P.L. 97-424 Section 145) appn. code 04R \$440,551. A signed copy of the Title Sheet is retuned herewith. <i>Original att- to 6/30</i>				
14. DATE 5/25/83	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator		

RECEIVED STATE HWY ENGR							
JUN 30 '83							
REFER TO <i>Potter</i>							
FOR							
Info	Inv	R/D	D/R	Sign	Act	File	



Department of Transportation

HIGHWAY DIVISION

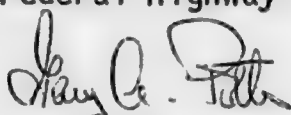
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 23, 1983

PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From:  Gary A. Potter, Manager
Program Section

Subject: PS&E Authorization Request

We request authorization, in accordance with FHPM 6-4-1-6 paragraph 7a, to advertise the following for bids to be received on June 16, 1983. PS&E documents have been submitted to the Division Office for (A) and in addition, we request authorization to proceed with actions necessary to advance the physical construction provided for by (B) in accordance with Oregon's approved Certification Acceptance Plan in the amounts shown.

(A)

<u>FA Project No.</u>	<u>SECTION</u>
IR-84-2(5)15	Sandy River-Mitchel Point Section
F-2-1(18)	Retz Cr. Slide Section
F-9-1(6)	Conifer Blvd.-Circle Blvd. (Corvallis) Section
RRP-1355(1)	W. 1st Ave.-SPTC X'ing Eugene
IX-79(9)	Allen Blvd. Intchge.

(B)

RS-B516(2)	Davenport Rd.-Powder River Section (Total \$325,254; FF \$286,711)
------------	---

We request Federal-Aid participation be increased to 100% for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145 on the following:

IR-84-2(5)15	Sandy River-Mitchel Point Section	
	<u>Federal Share</u>	
	<u>Regular</u>	<u>Increase</u>
IR-84-2(5)15	\$5,224,414	\$440,751

Dale E. Wilken
May 23, 1983
Page 2

Compliance with FHPM 6-4-1-16 has been met concerning material or product selection; the plans conform to FHPM 6-7-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to non-segregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 64-1-2.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by as previously submitted utility-railroad status report.

We certify that the local governments involved with the Projects listed above have approved the projects as submitted in the PS&E documents.

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

We certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject project will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:bks
cc: Stephen Macnab
General Files



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IR-84-2(-)
Eagle Creek - Mitchell Point Section
Columbia River Highway

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Date: May 19, 1983

Reply to
Attn. of: HF0.6-OR

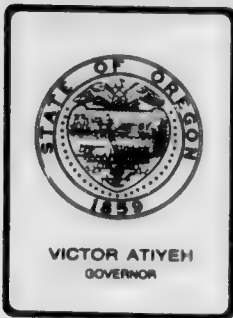
NOTED
H.S. COULTER

We concur in your proposed salvage credit for guardrail as outlined
in Mr. Adams' letter of May 13, 1983.

G. K. Wilken
Dale E. Wilken

cc: OSHD (D R Adams)
OSH (G Potter)

RECEIVED STATE HWY ENGR						
MAY 20 '83						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 13, 1983

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

NOTED
W. E. SCHWARTZ

Sandy River-Mitchell Point Section
Columbia River Highway
Multnomah and Hood River Counties

RECEIVED STATE HWY ENGR						
MAY 16 '83						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
☒	☐	☐	☐	☐	☐	☒

In Reply Refer to
File No.

DES 16

We propose to require the contractor on this project to remove the existing metal median barrier and portions of existing guardrails. The contractor will be permitted to use any part of the removed material which meets current standards in the construction of new guardrail. It is anticipated there will be an excess of 165,600 feet of rail members.

We will specify that the unused rail members and hardware remain the property of the State. The contractor will stockpile the salvaged material on State-owned property in Cascade Locks.

The project will be credited in the amount of \$0.06 per pound for rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware - \$0.025 per pound.
2. Extra cost to the contractor for hauling and stockpiling in the maintenance yard = \$0.035.

It is estimated there are 1,309,000 pounds of guardrail and hardware. At a price of \$0.06 per pound, the project will initially be credited for \$78,540. The credit to the project will be adjusted when the actual amount of the material salvaged and delivered to the stockpile site is determined.

We ask for your concurrence that it is in the public interest to salvage this material.

J. H. Versteeg
Road Design Engineer

by

Donald R. Adams
Final Design Engineer

NEM:ja

bc H. S. Coulter
E. S. Hunter
Gary Potter
Ed Hardt
Steve Macnab
N. E. Mann

Youngs Bay Bridge
Warrenton Highway
Clatsop County
Contract No. 100
Maintenance Painting

Narrative Report

The subject project consisted of blasting all structural steel on the Old Youngs Bay Draw Bridge to a Sa 2 standard and painting with 2 full coats and a stripe coat of orange alkyde lead base lead base paint and 4 full coats of green alkyde lead base paint. The total thickness of paint to be 6 to 7 1/2 mills. The crevices at joints to be sealed with an oil base red lead paste.

Limitations in the specifications establishing "paintside" conditions included (1) steel temperature above 40 degrees Fahrenheit, (2) air temperature above 40 degrees F., (3) relative humidity less than 85%, (4) steel temperature more than 5 degrees F. above dew point temperature and (5) steel surfaces dry.

The project specifications provided adequate control for applying the type of paint being used except there is an unneeded redundancy in requiring both (a) less than 85% relative humidity and (b) steel temperature 5 degrees above the dew point before painting can be done. Requiring only a steel temperature of 5 degrees above the dew point would provide adequate control over when paint should be applied and would increase the time each day during which paint could be applied to the steel with no harmful effect on the final results.

There were innumerable small spots of deep rust encountered at hard to get at and even in open easy to see and get at areas of the bridge. These spots have been left rusting for years and have caused irreparable damage to bridge members, (appreciable loss of section has occurred where ever these rust spots were). Relying on a program of blasting all the paint off all the steel, (this is the only type of painting project that can be effectively contracted) at rather infrequent intervals, (10 years or more) has not stopped the bridge from being damaged. If the bridges in this area are to be fully protected from damage from corrosion, attention will have to be given to the small infrequent spots of rust as they develop.

Contracting spot painting on structures has proven to be impractical in the past. The extent of the work needed to be done cannot be sufficiently described in a contract document, contractors have irresponsibly damaged good paint in trying to blast and paint only selected areas, in many instances spot painting projects have essentially ended up as extra work projects.

REFERRED TO

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Return	Discuss	Do
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BY FINAL DESIGN ENGINEER

40 g response to Traffic Control

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trotter
Wackerlig

RECEIVED

JUL 23 1979

ROAD DESIGN
SECTION

Do Not File ☐
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Action

Work on the project was started in May 1978 and progressed rather slow until October 1978 when prevailing weather conditions stopped work the next year. ~~Just~~ 33 percent of the project was completed by the season. Work on the project was started again in April 1979 with all painting work being completed on June 6, 1979. There were enough work days set up on the project for the contractor to complete the work with an average crew size of 4 men.

It is suggested that it is unnecessary to use "Work Days" for counting time on a painting project. Using "Work Days" requires that a determination be made each day on whether it is a charge day or not a charge day, (to the nearest one half day). Determining each day if it is or is not a chargeable work day requires one man full time, even if the contractor is not in the area. Do we really want to have an inspector monitoring the weather conditions on a project where the contractor is not even in the area? Suggest that a lot of inspection time could be saved by setting a completion date time limit on painting projects. I doubt if the overall number of paintable days, season to season, varies so great that the bidding contractor cannot depend on having enough time in subsequent seasons to complete a project.

The Old Youngs Bay Bridge has two movable spans. To blast and paint hidden areas on these spans it was necessary to raise the spans thereby closing the roadway. On this project the contractor was allowed to have the bridge spans open for up to 30 minutes. The 30 minutes time period was about right, it took the contractor about 10 minutes to assemble and disassemble blasting or painting equipment, leaving a 20 minute period for productive work.

On subsequent projects where closing off traffic is needed, provisions should be made for the contractor to provide flagmen who would inform those people waiting for the bridge to open how much time they will have to wait before they can cross the bridge. Also more signing is needed, at a location in advance of the bridge, which would provide an indication of bridge closures and the duration of the closures, giving traffic a chance to go on an alternate route if one is available.

Chet Anderson
Resident Engineer

1983 Forest Grove-Hillsboro 9670
Sec., Tualatin Valley Hwy.
(gr and pav)

March 16, 1984

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

CON 5
#9670

Gentlemen or Ladies:

On March 2, 1984, we wrote to you concerning release of final payment on Contract No. 9670 awarded to Lakeside Industries for work on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County.

Final payment on this contract is \$1,008.88 and the total contract amount is \$107,536.94. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Lakeside Industries
P. O. Box 03368
Portland, OR 97203

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

Contract Payments

378-6594

FILE: CON 5

Robert Gormsen
Manager, Commission Services

February 28, 1984

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

Highway Contract Acceptance

The contractor has completed all work according to specifications and
I hereby accept the following contract as of this date.

Contract	<u>9670,</u>	On Site Work Sub- stantially Completed <u>September 3, 1983</u>
All Work Completed	<u>November 16, 1983</u>	
Project	<u>Forest Grove-Hillsboro</u>	
Highway	<u>Tualatin Valley</u>	
County	<u>Washington</u>	
Type of Work	<u>Bikeway</u>	
Contractor	<u>Lakeside Industries</u>	

WES:RDC:mk

cc: C. O. Fredrickson
R. D. Church

CPC/FM2



STATE OF OREGON

Washington
INTEROFFICE MEMO

TO: Marion Craft
METRO REGION CONSTRUCTION ENGINEER

FROM: Jack Bryan
ASSISTANT DISTRICT MAINTENANCE SUPERVISOR

SUBJECT: Final Inspection
Forest Grove-Hillsboro Section
Tualatin Valley Highway
Contract No. 9670

DATE: October 31, 1983

Just a note to express my thoughts about the project after the final inspection we made on Wednesday, October 26, 1983.

The project is acceptable and it improves our facility by providing a delineated bicycle path and also by providing a wider paved shoulder area for emergency use by motorists. I do feel that the finish of the paving at the "meet" line joint alongside the existing pavement was quite rough in some areas. However, when one considers the difficulty of placing a 2 foot wide A.C. panel adjacent to existing pavement, it really is not as bad as it seems.

The questions we had about adequate directional signing for bicyclists at the west end of the project at Quince Street have been resolved. The complete signing and striping plan illustrate this.

The bicycle route signs are currently on order at the Sign Shop and will require two days work by our sign crew to get them installed.

The following thoughts which we discussed during the inspection, are presented for inclusion in the Project Manager's Narrative Report and for consideration in future projects:

1. Use of a Class 'D' A.C. mix for all the paving would provide a smoother riding surface for cyclists and would facilitate better joints at the existing pavement.
2. Consideration should be given to including additional A.C. mix quantities in the contract for the purpose of patching the existing roadway as necessary.

The subject project included several areas at which the bicycle path crosses road connections to the highway. Some of these are in need of patching to provide a bicycle-smooth surface or to correct grade "warps".

3. Consideration should be given to including additional A.C. mix quantities to pave existing gravel road approaches back from the new pavement edge and to pave those areas where the new paving has covered existing paved aprons. This would help prevent loose gravel from being brought onto the bicycle path, reducing the hazard to cyclists and reducing maintenance costs.

NOTED
G. C. WILLS

NOTE
J. GRASSMAN

RON MOLE



Marion Craft
October 31, 1983
Page 2.

4. Recognising the additional cost involved, a better paving job could be obtained if the existing pavement were cut back to a uniform, true edge such that the paving could be a wider panel of 6 feet or so.

An alternative would be to feather the edge paving into the "quarter-line" of the travel lane, a method that has been used fairly successfully in similar situations along the Oregon Coast Highway.

With regard to maintenance of the bicycle path, the Region 2 Striping Crew supervisor pointed out a problem in retracing the bike path stripe in those areas where the bike path is between the travel lane and the curbside parking. It becomes necessary to clear the parking area of cars in order to paint the stripe, requiring cooperation of the city forces to cone off the area early in the morning.

Thank you for your cooperation with this project.

JB:jms

cc: Region 2, Ted Litchfield
John Grassman

RECEIVED

NOV 01 1983

LOCATION
SECTION

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORTFOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

Forest Grove
Hillsboro

WEEK ENDING

10-29-83

SECTION PREFIX

834-1150

HIGHWAY

Tualatin Valley

COUNTY

Washington

NAME OF JOB

Forest Grove-Hillsboro Bikeway Grading & Paving

CONTRACTOR

Lakeside Industries

CONTRACT NUMBER

9670

FEDERAL AID PROJECT NUMBER

State

DATE OF CONTRACT

June 22, 1983

DATE WORK STARTED

7-29-83

ESTIMATED COMPLETION DATE

Oct. 83

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

60

CALENDAR DAYS USED

60

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

100

PROJECT AUTHORIZATION

139,200.94

PERCENT OF CONTRACT COMPLETED

BASED ON ESTIMATED COST

100

EXCLUSIVE OF ENGINEERING

128,162.98

ENGINEERING

AUTHORIZATION

11,037.96

ESTIMATED COST OF COMPLETED
PROJECT EXCLUSIVE OF
ENGINEERING

119,625.67

ENGINEERING
COST TO DATE

9,524.83

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

78

ESTIMATED PERCENT

UNDER RUN

10%

PERCENT OF
AUTHORIZATION

86.3%

DATE PROJECT WAS COMPLETED

9-2-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING

100

DRAINAGE

100

GRADING

BASE

OIL AND/OR PAVE.

MAT'L PROD

Guard Rail
100Shdr. Prep
100

GRADING

SURFACING

MAINTENANCE
MATERIALSOIL & BITUMINOUS
MACADAM

PAVING

MILES IN PROJECT

MILES PARTIALLY COMPLETED

MILES COMPLETED

TOTAL ESTIMATED QUANTITIES (CONTRACT)

1,500.00

TOTAL QUANTITIES CORRECTED TO DATE

1,500.00

ESTIMATED QUANTITIES MOVED OR PLACED TO DATE

998.23

AVERAGE DAILY QUANTITIES

AVERAGE DAILY QUANTITIES NECESSARY TO
COMPLETE PROJECT ON TIME

NUMBER OF SHIFTS PER DAY

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO

PERCENT

WEATHER

WORK DAYS HOURS
CHARGED DELAY

CAUSE OF DELAY

SUNDAY

0

MONDAY

0

TUESDAY

0

WEDNESDAY

0

THURSDAY

0

FRIDAY

0

SATURDAY

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NOV 1 1983

CONSTRUCTION
SECTION

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GENERAL DESCRIPTION OF A TIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

IN THE PROCESS OF SEMI-FINAL REPORT.

SIGNED

J. W. Balle

LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

LOC 3

David G. ...
H. S. Coulter

FILES

June 8, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 16, 1983 on the following projects:

1. Davenport Road-Powder River
Chandler Lane, Baker County
Paving

Eleven-foot lanes with 5-foot aggregate shoulders. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Conifer Boulevard-Circle Boulevard (Corvallis)
Pacific Highway West, Benton County
Grading, Paving and Signals

Twelve-foot lanes with left-turn median lane and 6-foot shoulder bikeways. Pedestrian signals will be installed at major intersections on this project.

3. Retz Creek Slide
Oregon Coast Highway, Curry County
Grading and Paving.

Slide correction. Eleven-foot lanes with 4-foot shoulders. Eleven-foot climbing lane as required. Shoulders on this section will be designated as Narrow Bike Lanes. Additional width is not available due to the instability of the embankment in this area.

4. Round Butte Rock Production
West of Madras, Jefferson County
Aggregate Crushing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting
Page 2

5. Warner Rock Production
Warner Highway, Lake County
Aggregate Crushing

Same as No. 4.

6. West 1st Avenue-S.P.T.C. X'ing (Eugene)
Van Buren Street, Lane County
Traffic Signals

Pedestrian signals will be installed on this project.

7. Zoo Exit-Vista Ridge Tunnel
Sunset Highway, Multnomah County
Paving

Bikeway project. A westbound shoulder bike lane of six-foot normal, 4-foot minimum, will be constructed.

8. S.E. 97th Avenue-S.E. 162nd Avenue
Mt. Hood Highway, Multnomah County
Paving and Signals

Bikeway project. Bicycle lanes, normal 7-1/2 feet wide, will be constructed on this project. Additional signals to accommodate bicycles and pedestrians will be installed.

9. L.R.T. D'ixing of U.P.R.R. (Holladay Street)
Columbia River Highway, Multnomah County
Structure

Same as No. 4.

10. Eagle Creek-Mitchell Point
Columbia River Highway
Multnomah and Hood River Counties
Paving

Interstate Highway overlay. Ten-foot shoulders provided for bicycle and pedestrian use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

Footpaths and Bicycle Trails
June 16, 1983 Bid Letting
Page 3

11. Forest Grove-Hillsboro
Tualatin Valley Highway, Washington County
Paving

Bikeway project. Six-foot shoulder bicycle lanes will be constructed on this project.

12. Allen Boulevard Interchange
Beaverton-Tigard Highway, Washington County
Landscaping

Same as No. 4.

RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings



PROJECT PROSPECTUS
PART 4 - SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Washington County

KEY ID#

SECTION

Hillsboro - Forest Grove (Bikeway)

REGION

1

Tualatin Valley

SURVEY AUTHORITY

#29

AUTHORIZATION NO.

1

PREFIX

834-1401

DATE copied

11-16-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$ 11,000	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		8,000	920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
908 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		5,000	924 D.O.T.			955 RW RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		300	932 RAILROAD & UTILITIES		200			

TOTALS \$ 29,300 \$ 29,300

PREVIOUS AUTHORIZATION \$

ADD. AUTH. REQUIRED \$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

STATE

LOCATION ENGINEER'S REMARKS

Perform all necessary work to widen both shoulders where necessary to provide a bikeway through out this section by contract.

FORWARDED TO

BY FINAL DESIGN ENGINEER

1. Version
2. Adm
3. Sullivan
4. Perpin

RECEIVED

DEC 14 1982

ROAD DESIGN SECTION

cy Watson

Do Not File

Return To

By

Action

Approved by OTC 8-17-82

PREPARED BY	copied from Auth dated 7-6-82	DATE	11-16-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE	12/6/82
SIGNED BY D. Thurston				APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE	
RECOMMENDED, REGION ENGINEER				X		
RECOMMENDED, LOCATION ENGINEER						
X Frank E. Perpin		DATE	12/1/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE		

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME

Hillsboro - Forest Grove Bikeway

HIGHWAY NAME

Tualatin Valley

HIGHWAY NUMBER

29

REGION

2

ADMINISTRATIVE DISTRICT

3

COUNTY

Washington

CITY

LENGTH

5.04 mi

MILEPOST NUMBER

13.58 TO 18.62

☐ RURAL

☒ URBAN

LOCAL GOVERNMENT PROJECT?

☐ YES

☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS

☐ FAI

☐ FAP

☐ FAS

☐ STATE

☐ FAUS

☒ OTHER Bike Funds

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☒ GRADING

☒ PAVING

☐ STRUCTURE

☒ SIGN

☐ SIGNAL

☐ ILLUMINATION

☐ ROADSIDE IMPROVEMENT

☒ OTHER Striping

PROJECT DESCRIPTION

This project involves paving the existing shoulders where necessary to provide sufficient width for eastbound and westbound bike traffic between Forest Grove and Hillsboro. This route is appropriate for commuter traffic. This section has a lot of cycle use and high traffic volumes. There is considerable local interest in this project.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

(1980) 23,600

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
		☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

35 - 55*

DESIGN STANDARDS

AASHTO

TRAFFIC ANALYSIS

☐ LIGHT

☐ MEDIUM

☒ HEAVY

*Section varies from 4-lane to 2-lane couplets in and out of city limits of Forest Grove, Cornelius and Hillsboro.

APPROVED
Frank E. Karpis
Location Engineer
Date 11/19/82

3 - FEATURES

EXISTING NUMBER AND WIDTH

PROPOSED NUMBER AND WIDTH

TRAVEL LANES	Var. 2 to 4(12')	Var. 2 to 4(12')
SHOULDERS	Nom. 4' paved 4' gravel*	6' paved 2' gravel*
MEDIANS	At some locations	Same
PARKING LANES	At some locations	Same
SIDEWALKS	At some locations	Same
BIKEWAYS		Will use 6' paved shoulder
INTERCHANGES	None	None
OTHER:		

*Varies, some developed portions have 10' paved with curbs.

YES				NO				MAYBE				YES				NO				MAYBE			
Channelization	Ext 'g	☒	☐	☐	Right of Way (cont.)		☐	☒	☐	Improvements		☐	☒	☐									
Frontage Roads		☐	☒	☐	Access Control		☐	☒	☐														
Traffic Signals	Ext 'g	☒	☐	☐	Railroad Crossing		☐	☒	☐														
Signing		☒	☐	☐	At Grade		☐	☒	☐														
Illumination	Ext 'g	☒	☐	☐	Separated		☐	☒	☐														
Structures	Ext 'g	☒	☐	☐	Railroad Encroachment		☐	☒	☐														
Stage Construction		☐	☒	☐	Permits		☐	☒	☐														
Pedestrian Crossing	Ext 'g	☒	☐	☐	Conditional Use		☐	☒	☐														
Rest Area		☐	☒	☐	Flood Plain		☐	☒	☐														
Truck Scale Site		☐	☒	☐	Irrigation District		☐	☒	☐														
Landscaping		☐	☒	☐	Water District		☐	☒	☐														
Drainage		☐	☒	☐	Drainage District		☐	☒	☐														
River _____		☐	☒	☐	Div. of State Lands		☐	☒	☐														
Stream _____		☐	☒	☐	Dept. of Geology & Min. Ind.		☐	☒	☐														
Storm Sewer		☒	☐	☐	Corps of Engineers		☐	☒	☐														
Sanitary Sewer		☐	☒	☐	Coast Guard		☐	☒	☐														
Right of Way		☐	☒	☐	DEQ NPS Air Pollution		☐	☒	☐														
Simple Acquisition		☐	☒	☐	DEQ NPS Water Pollution		☐	☒	☐														
Complex Acquisition		☐	☒	☐	Building		☐	☒	☐														
Relocations		☐	☒	☐	Fish & Wildlife Approval		☐	☒	☐														

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source Commercial	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type _____

4 - WORK ITEMS

	APPLICANT	TO BE PERFORMED BY STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	N/A ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	—
CORRIDOR APPROVAL	()	—
FIELD SURVEY	(5)	2
PRELIMINARY DESIGN	()	—
DESIGN APPROVAL/FINAL EIS	()	—
RIGHT-OF-WAY DESCRIPTIONS	()	—
RIGHT-OF-WAY ACQUISITION	()	—
P.S. & E. DOCUMENTS	()	3

RECOMMENDED CONSTRUCTION DATE

Summer 83
(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "C" A.C. Base*	3" nom.*	1" nom.*
*To be determined during survey		

7 - TYPICAL SECTION AND LOCATION

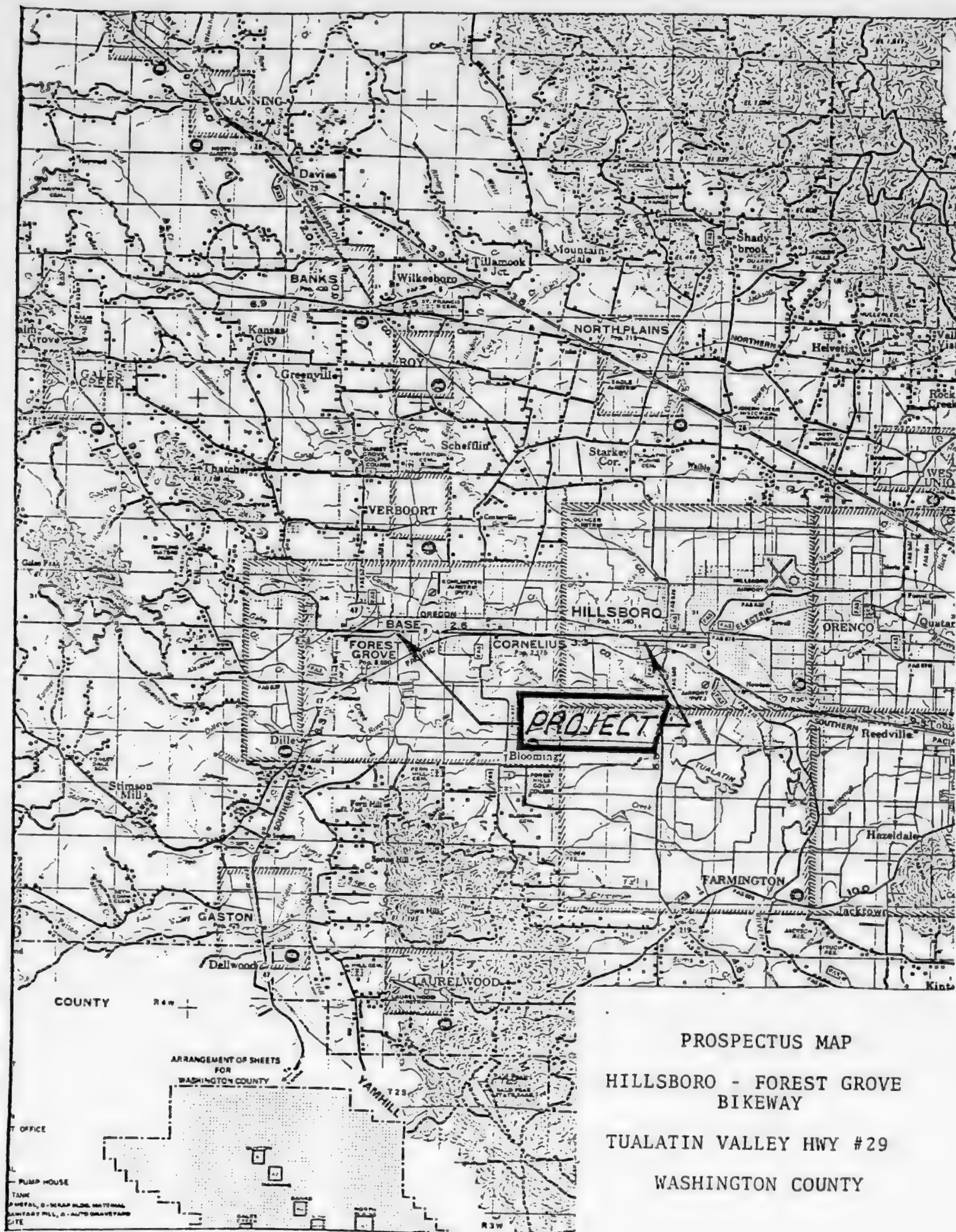
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	17,100	29,300
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	156,800	
OTHER		
ENGINEERING & CONTINGENCIES	62,700	
PROJECT TOTAL	236,600	248,800

SUBMITTED BY

Don Thurman



PROSPECTUS MAP

HILLSBORO - FOREST GROVE
BIKEWAY

TUALATIN VALLEY HWY #29

WASHINGTON COUNTY



STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 19

TO: C. O. Fredrickson
Region II Engineer

FROM: Donald E. Shaffer *Don*
Bicycle Route Engineer

SUBJECT: Fiscal Year 1983 Bicycle Trail Program

DATE: August 18, 1982
H. S. COULTER

The Transportation Commission has just approved the fiscal year 1983 Bicycle Trail Program, a copy of which is attached. Now that we have an approved program, we need to start implementation by submitting survey requests and prospecti to this office.

The Oak Crest Farm-Orchards Heights project is the work Rick Kuehn has worked out with Ted Litchfield. This can be done anytime between now and next spring.

The Neawanna Creek-Holladay Drive project should be contracted by March 1983 so we will need the field survey in by December.

We have split the Forest Grove-Hillsboro project into two units because of cost. Our budget is predicated on spending about \$30,000 in fiscal year 1983 and \$120,000 in fiscal year 1984 on this project.

The Lincoln-Oak Crest Farm project is similar to the Oak Crest Farm-Orchard Heights Road Section and should be done when your maintenance forces are in the area.

The Tillamook County-Grand Ronde project should be completed by State forces this construction season.

You will note that these projects are those that have been recommended by your office for the program. Thank you for your help in keeping this program on track.

DES/FET:ge
Attachment

cc H. S. Coulter
E. S. Hunter
J. H. Versteeg
R. Ewen

RECEIVED STATE HWY ENGR						
AUG 18 '82						
REFER TO						
FOR						
Info	Inves	R/D	D R	Sign	Act	File

1983 Allen Blvd. Intchge. Sec., 9671
Beaverton Tigard Hwy. (Landscape
development)

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved: O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER 10-76			State Oregon	
PROJECT REPORT NUMBER			County Washington	
MODIFICATION NUMBER 2			Project Number F-79(9)	
MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT				

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on 8-19, 19 83,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 126,971	\$ 134,110
Federal funds	\$ 111,476	\$ 117,912
Other revisions		

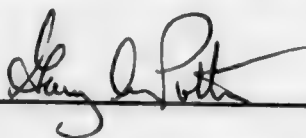
This modification is made for the following reasons: to include increase in construction cost and engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1-5TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By



Manager, Program Section

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



(Division Administrator)

For: Dale E. Wilken

By For: L.W. Rulien, P.E.

State Highway Engineer

(Title)

By

(Title)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 17, 1985

FEDERAL AID PROJECT NO. F-79(9)

ALLEN BOULEVARD INTERCHANGE SECTION
BEAVERTON-TIGARD HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PENG
PRELIMINARY ENGINEERING

Total as on estimate of July 25, 1983

\$ 9,700.00

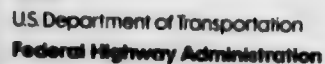
TYPE CODE Y003
LANDSCAPING (STA. 216+50 TO STA. 232+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Furnishing and Placing Topsoil	\$ 1.45	254	\$ 3,683.00	364.80	\$ 5,289.60
Furnishing and Planting Shrubs	6.965	3,308	23,040.22	3,370.00	23,472.05
Furnishing and Planting Groundcover	0.35	8,575	3,001.25	9,475.00	3,316.25
Bark Mulch	137.00	77	10,549.00	84.00	11,508.00
Extend Planting Bed (PA #1A)	996.00			100%	996.00
Install Controller (PA #2A)	375.00			100%	375.00
1 1/2" Water Meter Install (SFO #1)	All Required		1,785.00		3,570.00
Water During Establishment Period (SFO #2)	All Required				2,215.00
			---		2,215.00
			\$ 41,968.47		\$ 50,741.90
				Increase	\$ 8,773.43
			Subtotal from estimate of July 25, 1983		99,322.45
				Subtotal	\$ 108,095.88
				Engineering	16,314.12
				Total	\$ 124,410.00

SUMMARY OF FUNDS (88.15%)(80%)

<u>DESCRIPTION</u>	<u>TOTAL COST</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>
Preliminary Engineering	\$ 9,700.00	\$ 8,245.00	\$ 1,455.00
Landscaping	124,410.00	109,667.00	14,743.00
Total	<u>\$ 134,110.00</u>	<u>\$ 117,912.00</u>	<u>\$ 16,198.00</u>

Group 1: 98%; Group 8: 2%
Contract No. 9671
Prefix: 134-1921
Prefix: C9671
RLC:bkb



STATE COPY
FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon														
DATE OF REPORT May 30, 1985	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-79(9)														
COMPLETION DATE (Actual) 11-2-83	ACCEPTANCE DATE BY CONTRACT AGENCY April 16, 1985	TIME ELAPSED 82 %	CONTRACT TIME Specified completion Date 11-30-83														
LOCATION Allen Blvd. Interchange, Beaverton-Tigard Highway																	
The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over \$500,000) A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.																	
REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.																	
<u>ALLEN BLVD. INTERCHANGE</u> <u>BEAVERTON HIGHWAY - TIGARD HIGHWAY.</u> <u>Landscaping</u> This project provided for the landscaping of the subject interchange. The final cost is \$121,000, two percent over the original authorization. - TPL - RECEIVED STATE HWY ENGR JUN 4 '85 REFER TO <i>Fredrickson</i> FOR <table border="1" style="width: 100%; border-collapse: collapse;"><tr><td style="font-size: 0.8em;">Info</td><td style="font-size: 0.8em;">Inves</td><td style="font-size: 0.8em;">R/D</td><td style="font-size: 0.8em;">D/R</td><td style="font-size: 0.8em;">Sign</td><td style="font-size: 0.8em;">Act</td><td style="font-size: 0.8em;">File</td></tr><tr><td style="text-align: center;">✓</td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table> <i>Cy</i> <i>6/5</i>				Info	Inves	R/D	D/R	Sign	Act	File	✓						
Info	Inves	R/D	D/R	Sign	Act	File											
✓																	
ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION															
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE G. K. HOSKINS Field Engineer															
TITLE Area Engineer		TITLE Field Operations Engineer															
DATE 5/30/85		DATE 6/3/85															

April 26, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9671

Gentlemen or Ladies:

Contract No. 9671 awarded to Akerman & Mathey, Inc. dba Oregon Landscape Maintenance for landscape development on the Allen Boulevard Interchange Section of the Beaverton-Tigard Highway in Washington County was completed on December 17, 1984, and accepted by the State Highway Division on April 16, 1985.

Final payment in the amount of \$5,018.99 will be released to the contractor after May 1, 1985. The total contract amount is \$100,379.70 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Akerman & Mathey, Inc. dba
Oregon Landscape Maintenance
16075 SW Upper Boones Ferry Road
Tigard, OR 97223

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
E. L. Hardt

FORM 734-3001		SECTION		WEEK ENDING	
FIELD ENGINEER'S WEEKLY REPORT				12/20/84	
OREGON STATE HIGHWAY DIVISION				SECTION PREFIX	
FOR CONSTRUCTION PROJECTS ONLY		HIGHWAY		COUNTY	
CONSTRUCTION AND BRIDGE SECTION		100-100		Washington	
NAME OF JOB		KIND OF WORK			
Allen Blvd Interchange		Interchange			
CONTRACTOR		CONTRACT NUMBER		FEDERAL AID PROJECT NUMBER	
Oregon Landscape Maintenance		100-100		100-100	
DATE OF CONTRACT		DATE WORK STARTED		ESTIMATED COMPLETION DATE	
June 19, 1985		August 21, 1985			
AVERAGE FORCE ON PROJECT FOR THE WEEK:		SPECIFIED WORK DAYS		WORK DAYS USED	
MEN 0 SUPERVISION 0		SPECIFIED CALENDAR DAYS		CALENDAR DAYS USED	
		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED	
		November 21, 1985		(127/155) 82	
PROJECT AUTHORIZATION \$ 111,271.00		ENGINEERING AUTHORIZATION \$ 9,299.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
EXCLUSIVE OF ENGINEERING \$ 107,971.00		ENGINEERING COST TO DATE \$ 20,965.70		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING \$ 106,164.70				DATE PROJECT WAS COMPLETED:	
ESTIMATED PERCENT: OVERRUN 1.7% UNDERRUN		PERCENT OF AUTHORIZATION 275%		November 21, 1985	
ESTIMATED PERCENT COMPLETE (ROADWORK)					
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD
N/A	N/A	N/A	N/A	N/A	N/A
		GRADING		SURFACING	MAINTENANCE MATERIALS
					OIL & BITUMINOUS MACADAM
					PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK:					
None					
ESTIMATED PERCENT COMPLETE (STRUCTURES)					
BRIDGE NO.					
PERCENT					
Dec.-Jan.	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY	
SUNDAY 30	Fair, Cool	N/A			
MONDAY 31	Fair, Cool	N/A			
TUESDAY 1	Fair, Cool	N/A			
WEDNESDAY 2	Fair, Cool	N/A			
THURSDAY 3	Fair, Cool	N/A			
FRIDAY 4	Fair, Cool	N/A			
SATURDAY 29	Showers	N/A			

CE CAE RECEIVED LS TC
COE OM SA CC
OE JAN 7 1985 FE CP
CA PQC
CAM CONSTRUCTION QCS
EEO SECTION FILE

Contract No.: 9671

ATC: January 4, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	No activity
MONDAY 31	No activity
TUESDAY 1	No activity
WEDNESDAY 2	No activity.
THURSDAY 3	No activity.
FRIDAY 4	No activity.
SATURDAY 5	No activity.

REMARKS

STATUS TO DATE: Project was completed November 2, 1983 and was in the establishment period through October 31, 1984.

Corrective work has been completed as of November 7, 1984. A final inspection was held on December 12, 1984.

All semi-final data has been submitted and the third notification has been submitted. This will be the FINAL WEEKLY REPORT submitted for this project.

SIGNED



LOCATION

Portland

Howard R. Harris, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

PROJECT: ALLEN BLVD. INTCHGE.
LANDSCAPE DEVELOPMENT
HIGHWAY: BEAVERTON-TIGARD
COUNTY: WASHINGTON
CONTRACTOR: OREGON LANDSCAPE MAINTENANCE

CONTRACT No.: 9671
PREFIX No.: 134-1089
F.A. No.: IX-79(9)

NARRATIVE REPORT

CONTRACT WAS AWARDED TO OREGON LANDSCAPE MAINTENANCE JUNE 29, 1983 AND WORK STARTED AUGUST 24, 1983. WORK WAS COMPLETED NOVEMBER 2, 1983 WELL AHEAD OF THE NOVEMBER 30, 1983 COMPLETION DATE.

A MINIMUM AMOUNT OF TRAFFIC CONTROL WAS REQUIRED ON THE PROJECT AND NO PROBLEMS WERE ENCOUNTERED.

AFTER ENCOUNTERING UTILITIES AFTER BORING APPROXIMATELY THREE QUARTERS OF THE WAY ACROSS ALLEN BLVD. IT WAS DETERMINED A DEPTH OF 20 FEET WOULD BE REQUIRED TO GO UNDER THEM SO A SERVICE AND IRRIGATION CONTROL SYSTEM WAS INSTALLED ON BOTH SIDES OF ALLEN.

THE AREA BEHIND THE SOUND WALL WAS ENLARGED SO BED WOULD GO TO PROPERTY LINE AND LARGE CHUNKS OF ASPHALT AND PORTLAND CEMENT CONCRETE WERE BURIED JUST UNDER THE SURFACE WHICH REQUIRED SOME ADDITIONAL TOP SOIL. ALL REMAINING WORK ON THE PROJECT WAS PERFORMED WITHOUT ANY PROBLEMS.


HOWARD R. HARRIS
PROJECT MANAGER

HRH/PL

Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wekerle
RECEIVED
DEC 2 1983
ROAD DESIGN
SECTION
Do Not File ☐
Return to
Bring Up
Action

CC: FILE

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: ALLEN BLVD. INTCHGE. CONTRACT No.: 9671
HIGHWAY: BEAVERTON-TIGARD PREFIX: 134-1089
COUNTY: WASHINGTON F. A. No.: F-79(9)

ITEM No.	ITEM	UNIT	ORIGINAL	SEMIFINAL	%
----------	------	------	----------	-----------	---

SUMMARY

Versteeg	RECEIVED				
Anderson	ITEMS	\$	99,322.45	99,011.29	- 1
Adams	ANTICIPATED ITEMS	\$	4,000.00	4,000.00	0
Macnab	CONTINGENCIES	\$	4,649.51	3,156.00	-32
Stoudenmeyer	ENGINEERING	\$	9,299.02	14,000.00	+51
Terpin	SECTION				
Trout					
Wekerlig					
	TOTAL	\$	117,270.98	120,167.29	+ 2

ALL SUBSTANTIAL CHANGES WERE EVALUATED AND ONLY THOSE LISTED BELOW MEANINGFULLY AFFECTED THE TOTAL PROJECT COST.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I. 003	TEMPORARY SIGNS	Sq. Ft.	176	80	-55
----------	-----------------	---------	-----	----	-----

THE CONTRACTOR WAS ABLE TO CONSTRUCT 90% OF HIS LAWN AREAS AND SHRUB BEDS WITH NO LANE REDUCTION.

B.I. 004	TEMPORARY BARRICADES	EACH	2	0	-100
----------	----------------------	------	---	---	------

THE CONTRACTOR WAS ABLE TO CONSTRUCT MOST OF THE PLANTING AREAS WITHOUT INTERFERING WITH TRAFFIC.

B.I. 005	FLAGMEN	Hour	100	0	-100
----------	---------	------	-----	---	------

FLAGGERS WERE UNNEEDED BECAUSE SIGNS AND CONES WERE USED TO DIRECT TRAFFIC WHEN LANE CLOSURES OCCURED.

B.I. 007	FURNISHING & PLACING TOPSOIL	C.Y.	254	364.8	+44
----------	------------------------------	------	-----	-------	-----

THE OVERRUN OF TOPSOIL WAS DUE TO SEVERAL FACTORS. THE LAWN AREA BEHIND 'FRL' SOUNDWALL NEEDED EXTRA SOIL TO FILL LOW SPOTS AND LEVEL THE LAWN BED. THE SOUTHERN LAWN AREA WAS EXTENDED TO CREATE A MORE UNIFORM AREA WITH SMOOTH FLOWING LINES FOR EASIER MAINTENANCE. THE AREA CONTAINED LARGE CHUNKS OF ASPHALT AND CONCRETE JUST UNDER THE SURFACE. IN ORDER TO BUILD A UNIFORM GRADE AND ALSO INSTALL THE IRRIGATION PROPERLY, THESE HAD TO BE REMOVED AND REPLACED WITH TOPSOIL.

ALLEN BLVD. INTCHGE.
STATEMENT OF OVERRUNS AND UNDERRUNS
PAGE 2

ITEM No.	ITEM	UNIT	ORIGINAL	SEMIFINAL	+%
B.I. 008	TYPE CL-6R CHAIN LINK FENCE	LIN. FT.	66	33	-50
UPON ENLARGING THE GROUND COVER AREA UNDER P.A. No. 1, THE FENCE LINE WAS MOVED TO THE PROPERTY LINE, REDUCING FOOTAGE REQUIRED.					
B.I. 016	FURNISHING & PLANTING GROUND COVER	EACH	8,575	9,475	+10
900 EXTRA AARONSBEARD ST. JOHNSWORT GROUND COVER PLANTS WERE USED FOR EXTENDED BED (PRICE AGREEMENT No. 1).					
B.I. 017	BARK MULCH	UNIT	77	84	+ 9
THE EXTRA UNITS OF BARK MULCH WERE TO EXTEND PLANTING BED (P.A. No. 1) AND TO FULLY COVER THE INCLINED SLOPES OF THE SHRUB BEDS ALONG ALLEN BLVD..					
B.I. 019	FERTILIZE ROADSIDE AREAS	ACRE	3	2.09	-30
.91 ACRE WAS DELETED FROM ORIGINAL AREA TO BE COVERED BECAUSE IT CANNOT BE MOWED OR MAINTAINED.					
B.I. 020	LAWN CONSTRUCTION	S.Y.	4,560	3,996	-12
THE LAWN AREAS ARE SOMEWHAT NARROWER BUT ON THE SOUTHSIDE OF ALLEN BLVD., LONGER. THE SHRUB BEDS ADJACENT TO THE SHRUB AREAS WERE INCREASED IN SIZE TO FACILITATE MOWING THE LAWN AND MAINTENANCE OF SHRUB AREAS.					

-----Verateeg-----	RECEIVED	-----
-----Anderson-----		-----
-----Adams-----	DEC 2 1983	Do of File
-----Macnab-----		Return to
-----Stoudenmeyer-----	ROAD DESIGN SECTION	Bring Up
-----Terpin-----		Action
-----Trout-----		-----
-----Wackerlig-----		-----

ROAD DESIGN - HIGHWAY

DES 16

Frank Terpin
Location Engineer

November 21, 1983

Merle Anderson
Merle Anderson
Landscape Architect

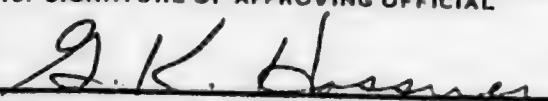
Justification For Exceeding Authorized Design Charges
For Prefix 134-1921-912
Allen Blvd. Intchge. (Landscape)
Beaverton-Tigard Hwy. (144)
Washington Co.

The above project exceeded the approved amount authorized for prefix Number 134-1921-912 due to the following reasons.

1. Preliminary development plans (planting and irrigation plans) were to be done by the City of Beaverton. The plans received by our section from the City were inaccurate and not usable. As a result, approximately 20% more time than anticipated was required to develop plans and coordinate with the City.
2. The original project did not include landscaping areas east of the the railroad tracks. These areas were added later so that the total interchange area would be landscaped. Approximately 14% additional time was required for plan development of these areas.

MA:mg

.....Versteeg	RECEIVED	
.....Anderson		
.....Adams	NOV 21 1983	
.....Macnab		
.....Stoudenmeyer		Do Not File ☐
.....Terpin	ROAD DESIGN SECTION	Return To
.....Trout		Bring Up
.....Weberlig		Action
		

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. F-79(9)							
LETTER OF APPROVAL AND/OR AUTHORIZATION									
3. FROM Dale E. Wilken, Division Administrator FHWA Oregon Division Salem, Oregon		4. PROGRAM NO. 5. ITEM NO. 90255	2. STATE PROJECT NO. See below 2A. COUNTY NAME Washington						
6. TO Mr. H. S. Coulter, State Highway Engineer State Highway Division, ODOT Salem, Oregon									
7. DATE AUTHORIZATION EFFECTIVE 9-28-83	8. FEDERAL ROUTE NUMBER Primary 79	9. STATE ROUTE NUMBER Secondary 144							
10. GENERAL LOCATION: ALLEN BLVD INTERCHANGE SECTION									
11. GENERAL DESCRIPTION OF WORK Furnish water during establishment period									
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW									
<table style="width: 100%;"> <tr> <td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td> <td>☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td> </tr> <tr> <td>☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION</td> <td>☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS</td> </tr> <tr> <td>☐ ACQUISITION OF RIGHT-OF-WAY</td> <td>☐ OTHER (Specify)</td> </tr> </table>				☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS								
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS								
☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)								
13. REMARKS Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of September 28, 1983 as requested in Mr. Keasey's November 3, 1983 letter as being cost-effective for the use of City forces to proceed with the above work. State Force Order No 2 representing work to be performed by the City of Beaverton forces is approved for a TEC of \$2,215; Federal Funds \$1,952.									
14. DATE 11-9-83		15. SIGNATURE OF APPROVING OFFICIAL 							
		16. TITLE for Division Administrator							

RECEIVED STATE HWY ENGR							
NOV 16 '83							
REFER TO <i>Potter</i>							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	

rll U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. F-79(9)						
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See Below						
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 90255	2A. COUNTY NAME Washington						
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon								
7. DATE AUTHORIZATION EFFECTIVE 9/6/83	8. FEDERAL ROUTE NUMBER Primary 79	9. STATE ROUTE NUMBER Secondary 144						
10. GENERAL LOCATION: Allen Blve. Interchange Section								
11. GENERAL DESCRIPTION OF WORK Furnish and install 1½" water meter								
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; margin-top: 10px;"> <tr> <td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td> <td>☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td> </tr> <tr> <td>☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION</td> <td>☒ CONSTRUCTION PROCEED ON ~~ADVANCE AUTHORIZATION~~ STATE FORCE ORDER BASIS</td> </tr> <tr> <td>☐ ACQUISITION OF RIGHT-OF-WAY</td> <td>☐ OTHER (Specify)</td> </tr> </table>			☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ CONSTRUCTION PROCEED ON ~~ADVANCE AUTHORIZATION~~ STATE FORCE ORDER BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS							
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ CONSTRUCTION PROCEED ON ~~ADVANCE AUTHORIZATION~~ STATE FORCE ORDER BASIS							
☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)							
13. REMARKS Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/6/83 as requested in Mr. Keasey's letter of 10/10/83. as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 1 representing work to be performed by City of Beaverton Forces is approved for a TEC of \$1,785 Federal Funds \$1,573								
14. DATE 10/13/83	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator						

RECEIVED STATE HWY ENGR	
OCT 20 '83	
REFER TO Potter	
FOR	
Info	Inves
R/D	D/R
Act	Est.

Orig. to Potter
10/20

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION1. FEDERAL-AID PROJECT NO.
F-79(9)

LETTER OF APPROVAL AND/OR AUTHORIZATION

2. STATE PROJECT NO.

See below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.

90255

2A. COUNTY NAME

Washington

6. TO

[

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

L

7. DATE AUTHORIZATION EFFECTIVE
7/15/838. FEDERAL ROUTE NUMBER
Primary 799. STATE ROUTE NUMBER
Secondary 144

10. GENERAL LOCATION:

Allen Blvd. Interchange Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION☐ ACQUISITION OF RIGHT-OF-WAY☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS☒ OTHER (Specify) See below

13. REMARKS

As requested by Mr. Potter's letter of 7/15/83 I approve the program change as follows:

- 1) Project Number: Change to read "F-79(9)".
- 2) Appn. Code: Change to read "010".
- 3) Class of Federal Funds: Change to read "Consolidated Primary".

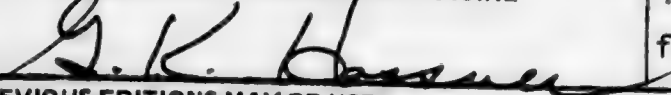
RECEIVED STATE HWY ENGR						
JUL 20 '83						
REFER TO Potter						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Orig to
7/20

14. DATE

7/15/83

15. SIGNATURE OF APPROVING OFFICIAL



16. TITLE

for Division Administrator



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 15, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration
ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 90255
Project No. IX-79(9)
Allen Blvd. Interchange Section
Washington County

I request approval to change the funding on the project to
utilize Consolidated Primary Fund requiring changes as follows:

- 1) Project Number: Change to read "F-79(9)".
- 2) Appn. Code: Change to read "010".
- 3) Class of Federal Funds: Change to read "Consolidated
Primary".

JLG:pf

cc: Ed Hardt, Metro Region
Robin Brooks, Metro Region
Jon Rose, Metro Region
Gary Zehner
Guy Johnson
Jan Peterson, Highway Accounting
General Files



Department of Transportation

HIGHWAY DIVISION

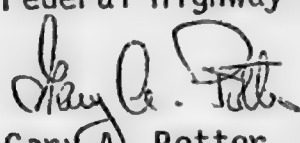
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 23, 1983

PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: 
Gary A. Potter, Manager
Program Section

Subject: PS&E Authorization Request

We request authorization, in accordance with FHPM 6-4-1-6 paragraph 7a, to advertise the following for bids to be received on June 16, 1983. PS&E documents have been submitted to the Division Office for (A) and in addition, we request authorization to proceed with actions necessary to advance the physical construction provided for by (B) in accordance with Oregon's approved Certification Acceptance Plan in the amounts shown.

(A)

FA Project No.

IR-84-2(5)15
F-2-1(18)
F-9-1(6)

RRP-1355(1)
IX-79(9)

SECTION

Sandy River-Mitchel Point Section
Retz Cr. Slide Section
Conifer Blvd.-Circle Blvd. (Corvallis)
Section
W. 1st Ave.-SPTC X'ing Eugene
Allen Blvd. Intchge.

(B)

RS-B516(2)

Davenport Rd.-Powder River Section
(Total \$325,254; FF \$286,711)

We request Federal-Aid participation be increased to 100% for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145 on the following:

IR-84-2(5)15

Sandy River-Mitchel Point Section

Federal Share

IR-84-2(5)15

<u>Regular</u>	<u>Increase</u>
\$5,224,414	\$440,751

Dale E. Wilken
May 23, 1983
Page 2

Compliance with FHPM 6-4-1-16 has been met concerning material or product selection; the plans conform to FHPM 6-7-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to non-segregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 64-1-2.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by as previously submitted utility-railroad status report.

We certify that the local governments involved with the Projects listed above have approved the projects as submitted in the PS&E documents.

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

We certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject project will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:bks

cc: Stephen Macnab
General Files

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION <i>10-5-82</i>		LETTER OF APPROVAL AND/OR AUTHORIZATION		
1. FEDERAL-AID PROJECT NO. IX-79(9)		2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator Federal Highway Administration, Oregon Division		4. PROGRAM NO. 5. ITEM NO. 90255		
6. TO H. S. Coulter, State Highway Engineer Oregon State Highway Division, Salem, Oregon		2A. COUNTY NAME Washington		
7. DATE AUTHORIZATION EFFECTIVE 10/5/82	8. FEDERAL ROUTE NUMBER Primary 74	9. STATE ROUTE NUMBER Secondary 144		
10. GENERAL LOCATION: Allen Blvd. Interchange Section				
11. GENERAL DESCRIPTION OF WORK Preliminary Engineering				
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including utility preparatory work ☐ ACQUISITION OF RIGHT-OF-WAY TEC \$ 9,700 - F.F. \$8,245 </td> <td style="width: 50%; vertical-align: top;"> ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☐ OTHER (Specify) </td> </tr> </table>			☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including utility preparatory work ☐ ACQUISITION OF RIGHT-OF-WAY TEC \$ 9,700 - F.F. \$8,245	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☐ OTHER (Specify)
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including utility preparatory work ☐ ACQUISITION OF RIGHT-OF-WAY TEC \$ 9,700 - F.F. \$8,245	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☐ OTHER (Specify)			
13. REMARKS As requested by Mr. Swan's letter of 9/29/82 the subject project is approved subject to the following: 1. Establish a clear definition of maintenance responsibility. 2. Design landscaping commensurate with maintenance capability.				
14. DATE 10/5/82	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator		

RECEIVED STATE HWY ENGR	
CCT 8 '82	
REFER TO <i>Mechung</i> FOR	
Info	Inves
R/D	D/R
Sign	Act
File	

Orig to 10/9



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: September 29, 1982

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 90255
Project No. IX-79(9)
Allen Blvd. Interchange Section
Washington County

Attached support data consists of PR-1 form, project map and Authority for Survey.

I request authorization to proceed with all phases of preliminary engineering at an estimated total cost of \$9,700 with obligation of \$8,245 Federal funds.

The project concept was submitted in the June 15, 1979 letter to the Division Administrator from the Director of ODOT.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bks
Attachments

cc: Ed Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
Gary Zehner w/att.
General Files

144

OREGON STATE HIGHWAY DIVISION
AUTHORITY FOR SURVEY

Section Allen Blvd. Interchange Landscaping Date September 3, 1982.
 Highway Beaverton-Tigard #144 Authorization No. 1
 County Washington Survey Prefix 134-1921
 (Assigned by Salem office)

Description of termini, route, length, etc.:

The location is the Allen Boulevard interchange,
 M. P. 2.48 on the Beaverton-Tigard Highway No. 144.

Proposed: Install landscaping and irrigation.

1 Versteeg *cy Watson*
 2 Anderson
 3 Adams *act.*
 4 Sullivan
 5 Terpin
 6 Trout
 7 Wackerlig

RECEIVED
 DEC 10 1982
 ROAD DESIGN SECTION

Do Not File
 Return To
 Bring
 Action

Purpose of survey:

Prepare plans, specifications and estimate.

1X-79(9)
 10-5-82

Estimate of cost: \$50,000 (construction)
 Funding: FAIX (Mt. Hood Transfer)
 Class II Statewide Categorical Exclusion

901	Resident Engineer	1,000
902	Citizens Involvement	
903	Local Governments	
904	Consultant Fees	
905	Final Design	500
906	Bridge Design	
907	Preliminary Design	
909	R/W Descriptions	
910	Region Geology	
911	Traffic Section	
912	Landscape	6,000
913	R/W Liaison	
914	Region Utility	
915	Audit Services	
916	Photogrammetry	
918	Location	
919	Engineering Graphics	
920	Project Management	200
921	Specifications	1,500
922	Administrative Services	200
923	Environmental	300
925	Air Monitoring	
926	Structural Foundations	
927	Bridge Design for Co.	
933	Surfacing Design	
936	Region Traffic	
937	Hydraulics	
938	Region Environmental	
950	Training Courses	
960	Personal Leave	
980	Public Hearing	

to finish up existing project now under contract.

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey \$ 9,700
 Previous authorization
 Additional authorization requested
 Additional authorization approved (Salem)
 Total all authorizations approved (Salem)

Requests made by:

Curt Duval
 CURT DUVAL, Location Manager

Field Engineer

Recommended for Approval:

James D. McClure
 JAMES D. MCCLURE, Project Development Manager

Recommended for Approval:

Frank E. Neapier
 Frank E. Neapier, Location Engineer

Approved:

James D. McClure
 James D. McClure, Assistant State Highway Engineer

1983 Neawanna Cr.-Holladay Dr. 9672
(Seaside) Sec. of the Oregon Coast
Hwy. (Paving)

November 26, 1984

South Carolina Insurance Co.
c/o Martin Knutsen & Son, Inc.
PO Box 657
Astoria, OR 97103

CON 5
#9672

Gentlemen or Ladies:

On October 11, 1984, we wrote to you concerning release of final payment on Contract No. 9672 awarded to Palmberg Paving Co. for paving on the Neawanna Creek-Holladay Drive (Seaside) Section of the Oregon Coast Highway in Clatsop County.

Final payment on this contract is \$499.60 and the total contract amount is \$62,597.30. No work was performed under force account.

Sincerely,

Robert W. Gornsen
COMMISSION SERVICES

kjm

cc: Palmberg Paving Co.
PO Box 707
Seaside, OR 97138

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

FORM 81-734-3001 OREGON STATE HIGHWAY DIVISION FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		SECTION NEAWANNA CREEK-HOLLADAY DRIVE (SEASIDE)		WEEK ENDING August 18, 1984	
NAME OF JOB NEAWANNA CREEK-HOLLADAY DRIVE (SEASIDE)		KIND OF WORK PAVING		SECTION PREFIX 804-1138	
CONTRACTOR PALMBERG PAVING COMPANY, INC.		CONTRACT NUMBER 9672		FEDERAL AID PROJECT NUMBER STATE	
DATE OF CONTRACT JULY 6, 1983		DATE WORK STARTED AUGUST 15, 1983		ESTIMATED COMPLETION DATE	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0		SPECIFIED WORK DAYS		WORK DAYS USED	
PROJECT AUTHORIZATION: 81,083.18		SPECIFIED CALENDAR DAYS		CALENDAR DAYS USED	
EXCLUSIVE OF ENGINEERING: 74,001.68		SPECIFIED COMPLETION DATE OCTOBER 27, 1983		% TIME ELAPSED 100	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING est. engr. \$13,000.00		ENGINEERING AUTHORIZATION 7,081.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING est. engr. \$13,000.00		ENGINEERING COST TO DATE 12,150.00		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97	
ESTIMATED PERCENT UNDERRUN 2%		PERCENT OF AUTHORIZATION 172%		DATE PROJECT WAS COMPLETED OCTOBER 27, 1983	
SEMIFINAL SUBMITTED: NOVEMBER 3, 1983					
ESTIMATED PERCENT COMPLETE (ROADWORK)					
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
NA	NA	NA	NA	100	
			GRADING	AGGR. SHLD. SURFACING	MAINTENANCE MATERIALS
					OIL & BITUMINOUS MACADAM
					PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)				110 TON	1200 TON
TOTAL QUANTITIES CORRECTED TO DATE				112 TON	1157 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				112 TON	1157 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK:					
NONE					
ESTIMATED PERCENT COMPLETE (STRUCTURES)					
BRIDGE NO.					
PERCENT					
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY	
SUNDAY 12				THIS IS THE LAST REPORT FOR THIS PROJECT.	
MONDAY 13					
TUESDAY 14					
WEDNESDAY 15					
THURSDAY 16					
FRIDAY 17					
SATURDAY 18					

CE _____ ZAE _____
 COE _____ CM _____
 CA _____
 CAN _____
 CP _____
 LEO _____

RECEIVED
 AUG 20 1984
 CONSTRUCTION

LS _____ TC _____
 SA _____ CC _____
 FE _____
 MA _____
 SECTION FILE _____

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 12	No work activity.
MONDAY 13	"
TUESDAY 14	"
WEDNESDAY 15	"
THURSDAY 16	"
FRIDAY 17	"
SATURDAY 18	"
REMARKS	
Second Notification issued effective 10/27/83. Semifinal submitted 11/3/83. Post semifinal submitted 8/9/84. Third Notification issued August 10, 1984. <u>THIS IS THE LAST REPORT FOR THIS PROJECT.</u> Summary of overruns and underruns: No change since last report. SIGNED <u>C. Anderson</u> LOCATION <u>ASTORIA</u> Project Manager	

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

761-
November 9, 1983

CON

Palmberg Paving Co., Inc.
P. O. Box 807
Seaside, OR 97138

Time Extension Request
Neawanna Cr.-Holladay Dr.
Contract No. 9672

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 17 calendar days is granted due to delays in tack coat layout and the change in mailbox support specifications. The adjusted contract time for completion is October 27, 1983.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
Chet Anderson w/att.
Bob Church



STATE OF OREGON

Highway Division - Region 2

INTLROFFICE MEMO

378-2626

TO: D. O. Christensen
ACTING CONSTRUCTION ENGINEER

FROM: Gerald W. Wimer *Gerald W. Wimer*
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Neawanna Cr. - Holladay Dr. Section
Oregon Coast Highway
Contract 9672

DATE: October 28, 1983



Attached are two separate time extension requests from Palmberg Paving Company, with each accompanied by at least one letter from their vice president, W. C. Palmberg. Both formal requests contain a Consent of Surety.

First request asked that the contract be extended from the originally specified October 10 date by three days to a new specified October 13 completion date. This request is based upon the contractor being required to come back to tack additional areas of pavement after the tacking was reportedly complete. Project Manager Chet Anderson, in his attached October 24 letter of transmittal and analysis, agrees that there was some miscommunication in his office and that the State is responsible for delaying the contractor these three days.

The other request asked for an extension to October 28, making it request for a 15 or 18 day extension depending upon the recognition of the previously described request. This particular request is based upon the contractor being unable to secure the specified mailbox supports from the manufacturer listed in the special provisions. Mr. Anderson confirms that Forsight Industries of Cheyenne, Wyoming for some time has apparently not been manufacturing the mailbox supports that meet our specifications. The contractor's subcontractor is notified by the supplier of this September 28. On October 13, the post the manufacturer is currently manufacturing became acceptable for use. Mr. Anderson analyzes that it is reasonable to grant the contractor the 18 requested days for this approximate half month delay.

Although these two items did not overlap, they appear as two separate controls. The paving was completed October 12 with the aggregate shoulders added October 13, or in keeping with the three day delay due to the tack coat question.

The mailbox posts were installed October 27 with the second notice effective that date even though there is apparently still a minor question remaining about acceptability of materials. That amounts to a 17 day overrun on this somewhat separately time-controlled matter or in keeping with the requested and justified 18 day extension. I believe this could and should be rounded to 17 days, making an overall recommended extension to October 27.

cc: Chet Anderson

11-3-83

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 17 calendar day time extension on this State Construction project. This will eliminate all liquidated damages.

W. C. Palmberg

August 12, 1983

Palmberg Paving Co.
P. O. Box 707
Seaside, OR 97138

CON 5
#9672

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9672 for paving on the Naswanna Creek-Holladay Drive (Seaside) Section of the Oregon Coast Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Cornsen
COMMISSION SERVICES

dc
Encl.

cc: South Carolina Insurance Co.
c/o Martin Knutsen & Son, Inc.
P. O. Box 657
Astoria, OR 97103

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson
Chet Anderson

J & J Fencing, Inc.

694 N. 34th Street
Springfield, Oregon 97477

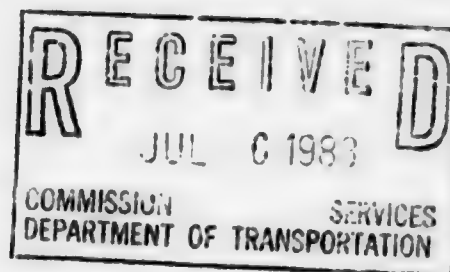
(503) 746-6227

Frances J. Conkle, President
James M. Conkle, Gen. Manager

PROJECT NAME NEAWANNA CREEK

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
#5	Flagmen	hour	260	\$ 12.00	\$3,120.00
#12	Single Mailbox	Ea	3	\$ 75.00	\$ 225.00
#13	Multiple Mailbox	Ea	10	\$125.00	\$1,250.00

TOTAL: \$4,595.00



Specializing in Security
Chain Link • Field Fencing • Ornamental Iron • Wood

F I L E

June 20, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 30, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 30, 1983, on the following projects:

1. Neawanna Creek-Holladay Drive (Seaside)
Oregon Coast Highway, Clatsop County
Paving

Bikeway project. Shoulders will be widened to provide eight-foot shoulder bike lanes.

2. Revere, Greenwood & Franklin Avenues (Bend)
The Dalles-California Highway, Deschutes County
Traffic Signals

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Berry Stockway and Staveland Stockway Culvert
Lower Smith River Road, Douglas County
Grading, Paving and Structures

County project. Grading and paving incidental to culvert installation. Project has twelve-foot lanes with three-foot shoulders.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Calapooya Creek Bridge
Elkton-Sutherlin Highway, Douglas County
Bridge Repair

Same as No. 2.

Footpaths and Bicycle Trails
June 30, 1983 Bid Letting
Page 2

5. Noel Creek and Eslick Creek Bridges
Lower Smith River Road, Douglas County
Grading, Paving and Structures

Thirty-foot roadway on structures and approaches.

Same as No. 3.

6. McKenzie River (Armitage) Bridge
Coburg Road, Lane County
Grading, Paving and Structure

Forty-foot roadway on structure and approaches. An abandoned railroad structure is being restored for bicycle and pedestrian use.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings



PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Clatsop County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION

Neawanna Cr - Holliday Dr

REGION

2

Oregon Coast Highway

SURVEY AUTHORITY

#9

AUTHORIZATION NO.

1

PREFIX

0-4-1-1-5

DATE

12-13-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$ 3,000	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$ 650
902 CITIZEN'S INVOLVEMENT		-	916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		-	918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		-
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		-
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		-
913 RIGHT-OF-WAY LIAISON		-	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		150	932 RAILROAD & UTILITIES		100			

TOTALS \$ 11,000 \$ 11,000

PREVIOUS AUTHORIZATION \$

ADD. AUTH. REQUIRED \$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for bikeway contract.

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PROJECT PROSPECTUS
PART 1 -- PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Neawanna Cr - Holladay Dr

REGION

2

STATE HIGHWAY # 9	HIGHWAY NAME Oregon Coast	MILE POST FROM 19.74 TO 21.64	LENGTH 1.90 mi
☒ URBAN ☐ RURAL	CITY Seaside	COUNTY Clatsop	ROAD STREET NAME Roosevelt Dr
ROUTE # 101	FEDERAL AID # FAP 2	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	\$ 8.9	GRADING	(✓) very minor	FILES	(#) -
RIGHT OF WAY	\$ -	PAVING	(✓) ✓	ACRES	(#) -
ROADWAY	\$ 85.2	STRUCTURES	(✓)	RELOCATIONS	(#) -
STRUCTURES	\$ -	SIGNING	(✓) ✓	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	\$ -	SIGNALS	(✓)	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	\$ -	ILLUMINATION	(✓)	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	\$ 4.0			RIGHT OF WAY DESCRIPTIONS (S,C,A)	-
	\$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	-
40% ENGINEERING & CONTINGENCIES	\$ 35.7	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	\$ 124.9	WORK TYPE (1-12)	6	☒ CONTRACT	☐ OTHER
TOTAL ESTIMATE	\$ 133.8				
FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	1 / 83	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR	
			20% St Const; 80% Bike	FY 83	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)

ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM
TRAVEL LANES (#)	2	2	This section is a part of the Oregon Coast Bicycle Route. The existing 0-11 oiled shoulders ^{are} in very good condition but ~~is~~ too rough for narrow-tired bicycles to ride upon. Because of the roughness bicycles have been riding in the traveled way.
STRUCTURES (#)	-		
SIGNALS (#)	-		
BIKE PATH (Y/N)	Y	Y	

AVERAGE DAILY TRAFFIC	YEAR OF AVERAGE DAILY TRAFFIC	PROPOSED SOLUTION
9000	1981	Overlay the existing 0-11 shoulders with A.C. This overlay will need to feather out to the quarter point of the travel lane to fill the wheel track. This will provide proper cross slope drainage.

REQUESTED REGION ENGINEER
X by *Therese O. Seaman* DATE 12-21-82

APPROVED, ASST. HWY. ENG. FOR OPERATIONS

X

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION

X

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
17 Aug 82	83	Bike



PROJEC PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Neawanna Cr - Holladay Dr

REGION

2

PROJECT JUSTIFICATION

Project is on Fiscal 1983 bikeway program.

Improvement of the existing shoulder is needed to provide a
usable bikeway ~~out of~~ the travel lanes.
outside

ADMINISTRATION RECOMMENDATION



PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Neawanna Cr - Holladay Dr

REGION

2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A-95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS		OLD (#)	NEW (#)

RIGHT-OF-WAY

UTILITIES

(LIST BELOW)

ACQUISITIONS

RELOCATIONS

COMPANIES

Pacific Northwest Bell
Pacific Power & Light
Northwest Natural Gas

SIMPLE (#)

COMPLEX (#)

BUSINESS (#)

RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON

EASEMENTS (#)

ACCESS CONTROL (Y/N)

DESIGN SPEED
55

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
0	0	0	0	8'	0	0	12'	0	12'	0	0	8'	0	0	0	0
0	0	0	0	8'	0	0	12'	0	12'	0	0	8'	0	0	0	0

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Asphaltic Conc	1"-2"	1/2"-1"			

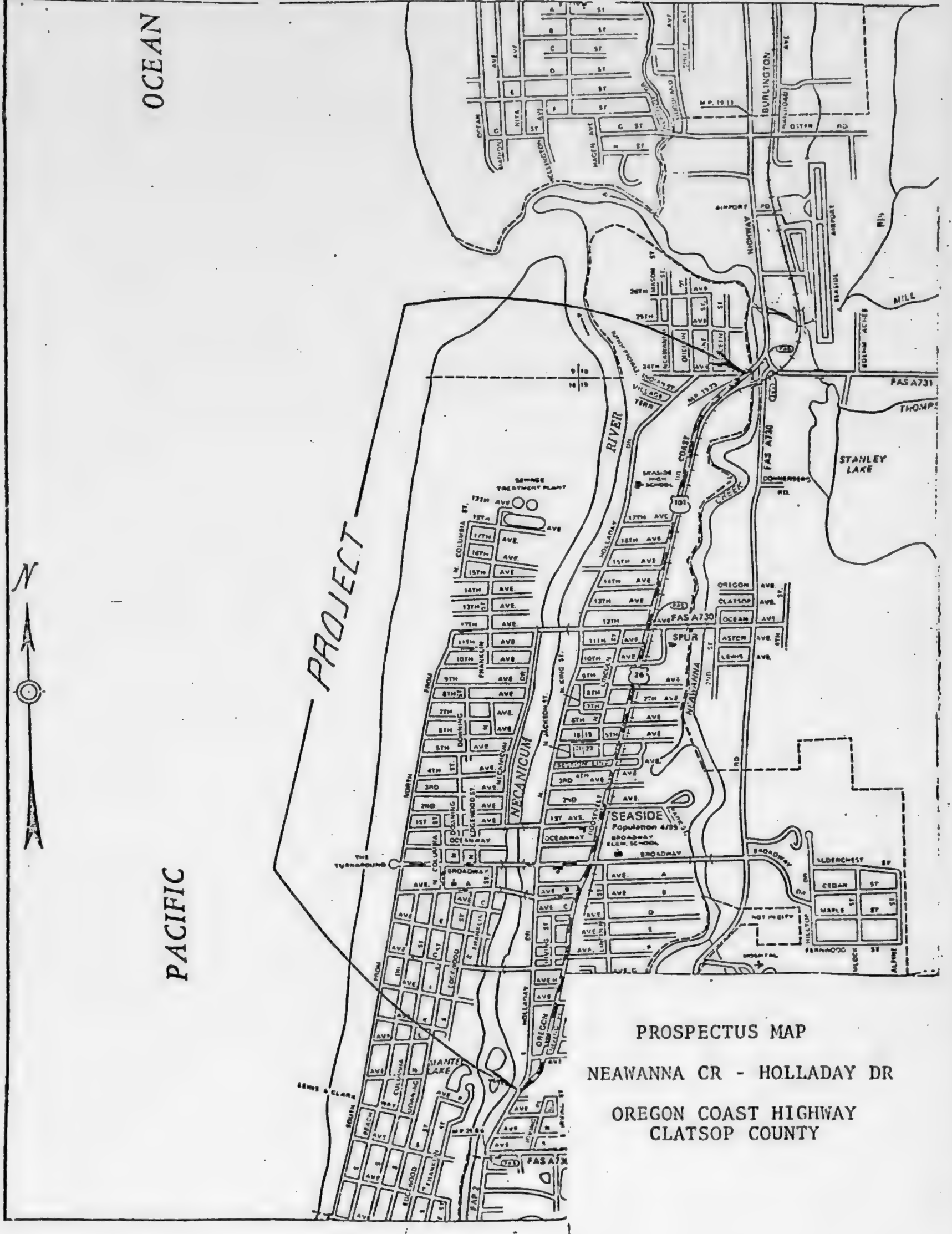
STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 1-11-83



PROSPECTUS MAP
NEAWANNA CR - HOLLADAY DR
OREGON COAST HIGHWAY
CLATSOP COUNTY

1983 Revere, Greenwood, Franklin 9673
Aves. (Bend) Sec. of The Dalles-
California Hwy. (Traffic Signal)



rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT 3/15/85	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-4-2(13)
COMPLETION DATE (Actual) 12/13/83	ACCEPTANCE DATE BY CONTRACT AGENCY 5/1/84	TIME ELAPSED $\frac{148}{160} = 92.5\%$	CONTRACT TIME 160 calendar days
LOCATION City Streets, City of Bend, Deschutes County, Oregon			
The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over \$500,000) A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.			
REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work. <u>REVERE, GREENWOOD, FRANKLIN AVENUES (BEND) SECTION</u> <u>THE DALLES - CALIFORNIA HIGHWAY</u> <u>Traffic Signal Modifications</u> This project provided for the replacement of the existing controllers at three locations. The final cost of the original contract items was \$77,977 or a 1.6 percent overrun of the contract bid amount of \$76,767. The final cost of the project including all changes and engineering was \$102,714.50. All participating work has been completed. A final inspection of the completed work by FHWA was made on April 24, 1984.			
ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter	Original Signed By D. B. Carter Area Engineer	SIGNATURE G. K. Hossner	Original Signed By G. K. Hossner Field Operations Engineer
TITLE Area Engineer	DATE 3/22/85	TITLE Field Operations Engineer	DATE 3/26/85

NOTED

W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR

MAR 27 '85

REFER TO
Fredrickson
FOR

Info Inves R/D D/R Sign Act File

Revere, Greenwood, Franklin Aves (End)
7-1032

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER 11-18					State Oregon	
PROJECT REPORT NUMBER					County Deschutes	
MODIFICATION NUMBER 2					Project Number F-4-2(13)	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on August 18, 1983,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 102,486	\$ 102,486
Federal funds	\$ 102,486	\$ 90,341

Other revisions

Appn. Code 010

(Note: Additional Federal Funds collected - \$11,802.11)

11,802.83 actual
72¢ coded to 010

This modification is made for the following reasons:

"The project agreement executed 8-18-83, and modified on 7-30-84 is modified to decrease Federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 1984.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By Jerry A. Potter

Manager, Program Section

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [Signature]
(Division Administrator)

For: Dale E. Wilken

☒ For: H.S. Coulter, P.E.

State Highway Engineer

(Title)

By _____

(Title)

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER <i>17-268+269</i>			State Oregon	
PROJECT REPORT NUMBER			County Deschutes	
MODIFICATION NUMBER 1			Project Number F-4-2(13)	

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

The Project Agreement for the above-referenced project entered into between the undersigned parties
and executed by the Division Administrator on **August 18**, 19 **83**,
is hereby modified as follows:

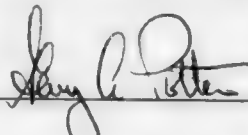
	Former amount	Revised amount
Estimated total cost of project	\$ 95,226	\$ 102,486
Federal funds	\$ 83,941	\$ 90,341 *
Other revisions	*See reverse side for additional provisions.	

This modification is made for the following reasons: **to include increased construction and construction engineering costs.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the *30th* day of *July*, 19 *84*.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By 
Manager, Program Section
(Title)

By 
(Division Administrator)
For: Dale E. Wilken

~~XXX~~ **For: H.S. Coulter, P.E.**

State Highway Engineer
(Title)

By _____
(Title)

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100.0 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total \$12,145.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 88.15 percent."

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 24, 1984

FEDERAL AID PROJECT NO. F-4-2(13)

REVERE, GREENWOOD, FRANKLIN AVENUES (BEND)
THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y031
SIGNALS (3 LOCATIONS)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	\$ 1.00	250	\$ 250.00	296	\$ 296.00
Flagen	12.00	46	552.00	143	1,716.00
Signal Controller & Opticom	---	---	---	All	7,450.00
Test & Turn-on (SFO #3)	---	---	---	All	5,000.00
Repair Traffic Loops (SFO #5)	---	---	---		
Subtotals			\$ 7,202.00		\$ 16,537.00
Subtotal from Project Agreement Estimate of August 12, 1983					\$ 7,260.00
Increase					83,167.00
Subtotal					90,427.00
Engineering					12,059.00
Total					\$ 102,486.00

Length of Project

0.00 mi.

Federal Funds (88.15%)
State Funds
Total

\$ 90,341.00
12,145.00
\$ 102,486.00

Reimbursement 100% \$102,486 Public Law 97-424, Section 145

Group 1 93%; Group 8 7%
Contract No. 9673
Prefix: 9-1914
Prefix: 9-1037
WH:bkb

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		State	
MONTHLY TRANSACTION NO. 8-96-97		FEDERAL-AID PROJECT AGREEMENT		Oregon	
				County	
				Deschutes	
				F-4-2(13)	
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.					
PROJECT TERMINI Revere, Greenwood, Franklin Ave.'s (Bend)					
PROJECT CLASSIFICATION OR PHASE OF WORK				EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)					
PRELIMINARY ENGINEERING					
RIGHTS-OF-WAY					
CONSTRUCTION				6-8-83	0.00
OTHER (Specify)					
FUNDS				PRO RATA 100%, 88.15%	
ESTIMATED TOTAL COST OF PROJECT				FEDERAL FUNDS	
\$ 95,226.00*				\$ 83,941.00*	
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.					
*See Additional Provisions on back.					
OREGON STATE HIGHWAY DIVISION (Official name of Highway Agency)				U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
By <u>[Signature]</u>				By <u>[Signature]</u>	
Manager, Program Section (Title)				(Division Administrator)	
XXX For: H.S. Coulter, P.E.				For: Dale E. Wilken	
State Highway Engineer (Title)				Date executed by Division Administrator	
By _____				1983	
_____ (Title)					

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 12, 1983

Federal-Aid Project No. F-4-2(13)

Revere, Greenwood, Franklin Ave.'s (Bend)
The Dalles-California Highway
Deschutes County

PROJECT AGREEMENT ESTIMATE

Type Code Y031
Signals (3 Locations)

Temporary Protection and Direction of Traffic	All Required		\$ 1,600.00
Temporary Signs	200 Sq. Ft.	1.00	250.00
Flagmen	46 Hour	12.00	552.00
Traffic Signal Installation, Complete	All Required		57,458.00
Fire Pre-emption System, Complete	All Required		16,907.00
			\$ 76,767.00

Anticipated Items

Signal Controller Testing	All Required	\$ 3,425.00
"OPTICOM" Testing	All Required	1,475.00
Signal Turn-on	All Required	1,500.00
		\$ 6,400.00
	Subtotal	\$ 83,167.00
	Engineering	12,059.00
	Total	\$ 95,226.00

Length of Project 0.00 mi.

SUMMARY OF FUNDS (88.15%)

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Signals	\$ 95,226.00	\$ 83,941.00	\$ 11,285.00

Reimbursement 100% \$95,226 Public L. 97-424, Section 145

Group 1 93%; Group 8 7%
Contract No. 9673
Prefix: 9-1914
Prefix: 9-1032

7015
May 14, 1984

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

CON 5
#9673

Gentlemen or Ladies:

On May 3, 1984, we wrote to you concerning release of final payment on Contract No. 9673 awarded to Linneo Electric Co. for traffic signals on Revere, Greenwood and Franklin Avenues in Bend on The Dallas-California Highway in Deschutes County.

Final payment on this contract is \$961.00 and the total contract amount is \$80,013.00. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

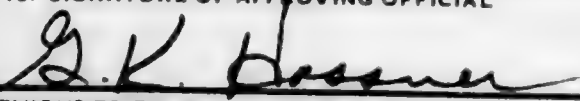
kja

cc: Linneo Electric Co.
PO Box 925
Albany, OR 97321

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

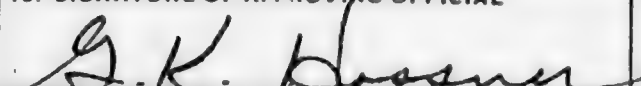
cc: C. O. Fredrickson
Walt Hart
Dale Allen

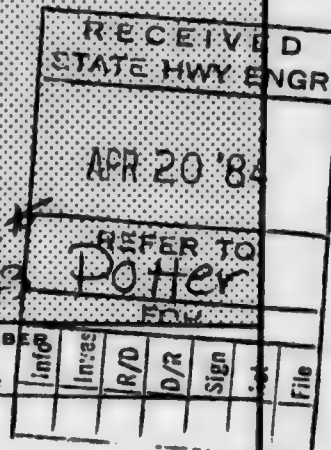
9613

rll U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL AID PROJECT NO. F-4-2(13)
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See Below
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 10109	2A. COUNTY NAME Deschutes
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon		
7. DATE AUTHORIZATION EFFECTIVE 12/20/84	8. FEDERAL ROUTE NUMBER Primary 4	9. STATE ROUTE NUMBER Primary 4
10. GENERAL LOCATION: Revere, Greenwood and Franklin Avenues (Bend)		
11. GENERAL DESCRIPTION OF WORK Correction to SFO #4		
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) See Below		
13. REMARKS The following statement <u>is deleted</u> from approval of SFO No. 4: <u>Delete</u> "The above approval action is subject to an appropriate credit to the Contractor's lump sum bid for traffic control".		
14. DATE 4/30/84	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator

RECEIVED STATE HWY ENGR	
MAY 4'84	
REFER TO Potter FOR	
Info	Invs
R/D	D/R
Sgn	Alt
Tpe	

orig
5/7

rll U. S. DEPARTMENT OF TRANSPORT FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. F-4-2(13)							
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See Below							
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		4. PROGRAM NO. 5. ITEM NO. 10109							
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon		2A. COUNTY NAME Deschutes							
7. DATE AUTHORIZATION EFFECTIVE 12/20/83		8. FEDERAL ROUTE NUMBER Primary 4							
10. GENERAL LOCATION: Revere, Greenwood and Franklin Avenues (Bend)		9. STATE ROUTE NUMBER Primary 4							
11. GENERAL DESCRIPTION OF WORK Traffic control by City of Bend Police									
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; margin-top: 10px;"> <tr> <td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td> <td>☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td> </tr> <tr> <td>☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION</td> <td>☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS</td> </tr> <tr> <td>☐ ACQUISITION OF RIGHT-OF-WAY</td> <td>☐ OTHER (Specify)</td> </tr> </table>				☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS								
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS								
☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)								
13. REMARKS Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/20/83 as requested in Mr. Fredrickson's letter of 2/16/84 as being cost effective for the use of City Police forces to proceed with the above work. State Force Order No. 4 representing work to be performed by City of Bend Police Forces is approved for a TEC of \$500, Federal Funds \$440. The above approval action is subject to an appropriate credit to the Contractor's lump sum bid for traffic control.									
14. DATE 4/16/84		15. SIGNATURE OF APPROVING OFFICIAL 							
16. TITLE for Division Administrator									



111 LETTER OF APPROVAL AND/OR AUTHORIZATION		U. S. DEPARTMENT OF TRANSPORT FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. F-4-2(13)													
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		4. PROGRAM NO. 5. ITEM NO. 10109		2. STATE PROJECT NO. See Below 2A. COUNTY NAME Deschutes													
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon				RECEIVED STATE HWY ENGR MAR 29 '84 REFER TO POTTER FOR <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Info</td> <td>Ins</td> <td>R/D</td> <td>D/R</td> <td>Sign</td> <td>Act</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		Info	Ins	R/D	D/R	Sign	Act						
Info	Ins	R/D	D/R	Sign	Act												
7. DATE AUTHORIZATION EFFECTIVE 1-20-84		8. FEDERAL ROUTE NUMBER Primary 4		9. STATE ROUTE NUMBER Primary 4													
10. GENERAL LOCATION: Revere, Greenwood & Franklin Avenues (Bend) Section																	
11. GENERAL DESCRIPTION OF WORK Repair traffic loops and sidewalk																	
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%;"> <tr> <td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td> <td>☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td> </tr> <tr> <td>☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION</td> <td>☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS</td> </tr> <tr> <td>☐ ACQUISITION OF RIGHT-OF-WAY</td> <td>☐ OTHER (Specify)</td> </tr> </table>						☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)						
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS																
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ CONSTRUCTION PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS																
☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)																
13. REMARKS Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1-20-84 as requested in Mr. Fredrickson's letter of 3-9-84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of \$5,000, regular Federal-aid matching ratio, appropriation code 010 in amount of \$4,407 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of \$593.																	
14. DATE 3-13-84		15. SIGNATURE OF APPROVING OFFICIAL 		16. TITLE for Division Administrator													

FORM 734-3071 OREGON STATE HIGHWAY DIVISION						SECTION Revere, Greenwood, Franklin Aves. (Bend)		WEEK ENDING February 25, 1984	
FIELD ENGINEER'S WEEKLY REPORT								SECTION PREFIX 9-1031	
FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION						HIGHWAY The Dalles - California		COUNTY Deschutes	
NAME OF JOB Revere, Greenwood, Franklin Aves. (Bend)						KIND OF WORK Traffic Signal Installation			
CONTRACTOR Linco Electric Co.						CONTRACT NUMBER 9673		FEDERAL AID PROJECT NUMBER F-4-2(13)	
DATE OF CONTRACT July 7, 1983						DATE WORK STARTED October 3, 1983		ESTIMATED COMPLETION DATE December 25, 1983	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0						SPECIFIED WORK DAYS		WORK DAYS USED	
						SPECIFIED CALENDAR DAYS 160		CALENDAR DAYS USED 148	
						SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED 93	
PROJECT AUTHORIZATION: \$ 95,798.72						ENGINEERING AUTHORIZATION \$ 8,366.70		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
EXCLUSIVE OF ENGINEERING: \$ 87,432.02						ENGINEERING COST TO DATE \$ 6,600.00		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING \$ 87,432.02						PERCENT OF AUTHORIZATION 79 %		DATE PROJECT WAS COMPLETED: December 13, 1983	
ESTIMATED PERCENT: UNDER RUN 3 %									
ESTIMATED PERCENT COMPLETE (ROADWORK)									
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	SIGNALS			
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT									
MILES PARTIALLY COMPLETED									
MILES COMPLETED									
TOTAL ESTIMATED QUANTITIES (CONTRACT)									
TOTAL QUANTITIES CORRECTED TO DATE									
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE									
AVERAGE DAILY QUANTITIES									
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME									
NUMBER OF SHIFTS PER DAY									
HOURS PER SHIFT									
EQUIPMENT USED DURING THE WEEK:									
ESTIMATED PERCENT COMPLETE (STRUCTURES)									
BRIDGE NO.									
PERCENT									
WEATHER		WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY					
SUNDAY		148		Project Completed					
MONDAY									
TUESDAY									
WEDNESDAY									
THURSDAY									
FRIDAY									
SATURDAY									

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: Submitted semifinal to region 2-24-84
Final weekly report.

SIGNED Tom Equian LOCATION Bent
for W.W. Robertson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

rll U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION LETTER OF APPROVAL AND/OR AUTHORIZATION		1. FEDERAL-AID PROJECT NO. F-4-2(13)	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		2. STATE PROJECT NO. See below	
		2A. COUNTY NAME Deschutes	
4. PROGRAM NO. 5. ITEM NO. 10109			
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon			
7. DATE AUTHORIZATION EFFECTIVE 6/8/83		8. FEDERAL ROUTE NUMBER Primary 4	
9. STATE ROUTE NUMBER Primary 4			
10. GENERAL LOCATION: Revere, Greenwood, Franklin Avenues (Bend) Section			
11. GENERAL DESCRIPTION OF WORK: Traffic Signals			
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW			
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Signal Controller Testing \$3,425 "OPTICOM" Testing \$1,475 Signal Turn-on \$1,500			
13. REMARKS After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate. Mr. Potter's 6/6/83 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of \$87,980 with regular Federal-aid matching ratio, Appn Code 010 of \$77,554, and increased Federal share (P.L. 97-424 Section 145) Appn. Code 011 in amount of \$10,426. A signed copy of the Title Sheet is returned herewith.			
14. DATE 6/8/83		15. SIGNATURE OF APPROVING OFFICIAL 	
		16. TITLE for Division Administrator	

FORM PR-1240
 (Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

RECEIVED
 STATE HWY ENGR

 JUN 17 '83

 REFER TO
 Potter
 FOR

Info	Inves	S/D	R/R	Sign	Act	File



STATE OF OREGON

INTEROFFICE MEMO

TO: Steve McNab
Program Management

DATE: May 31, 1983

FROM: Dale D. Allen
Region Engineer

SUBJECT: Preliminary Special Provisions
Revere, Greenwood, Franklin Avenues
(Bend) Section

As part of the above project I would request that four (4) internally illuminated street name signs be placed at Franklin and Greenwood Avenue. There would be two signs at each intersection facing US 97 traffic. We would recommend the "Mount TYPE B" shown on the attached City of Reno plan. There would be no "Third Street" signs for the side streets.

This work would be part of a City-State effort to upgrade the major signing on US 97. Because the above two intersections are state highways intersecting state highways, we would pay 100 percent of the cost. On the other signalized intersections on US 97, we are working on an agreement with the City to participate in non-illuminated oversize street name signs (similar to those in Salem and Corvallis).

The above two intersections have some of the highest intersection volumes in the state and I feel warrant this special sign. By going to such signing, we can eliminate several of the requests for specific "Destination" signs at these intersections.

If there is insufficient time to change the contract plans we would request that an anticipated item be included in the contract.

Enclosed are all specifications, unit costs and plans necessary for this change. Cost for signs in 1980 was \$325 each. This change has received tentative approval of Pat Schwartz. He was advised that he would receive copies of the attachments and will advise you if he wants to make any changes.

DA:mr
encl

cc: W. E. Schwartz,

RECEIVED STATE HWY ENGR						
JUN 2 '83						
REFER TO <i>D. McNab</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
☒	☐	☐	☐	☐	☐	☐

NOTED
W. E. SCHWARTZ

- No changes - *WES*



City of Reno

POST OFFICE BOX 1900 • RENO, NEVADA 89505 • (702) 785-2000

October 28, 1982

Mr. John E. Holcomb
Region Traffic Supervisor
Oregon Department of Transportation
P. O. Box 5309
Bend, Oregon 97708

ROE RE RCE PLA FAE
RECEIVED
RUE NOV 4 1982 RCE
RSO REGION 4 RBE

RE: ILLUMINATED STREET NAME SIGNS

ASSIGNED _____

Dear Mr. Holcomb:

I am writing in response to recent request for information regarding interior illuminated street name signs installed on traffic signal mast arms.

These signs were purchased with regular City funds, and installed by City maintenance forces. We do also include such street name signs with new designs for traffic signals. These signs were purchased through NuArt of Salt Lake City. A copy of their catalog information is enclosed, together with price information relative to a recent purchase. Also enclosed is a detail sheet, specifications, and order forms.

We have received very positive public comments about these signs as they do provide a high level of identification of streets in this tourist-oriented community.

If you have any additional questions, please contact our Traffic Signal Maintenance Superintendent, Dan Moroney, at (702) 785-2256.

Very truly yours,

MILLARD G. REED, P.E.
CITY ENGINEER

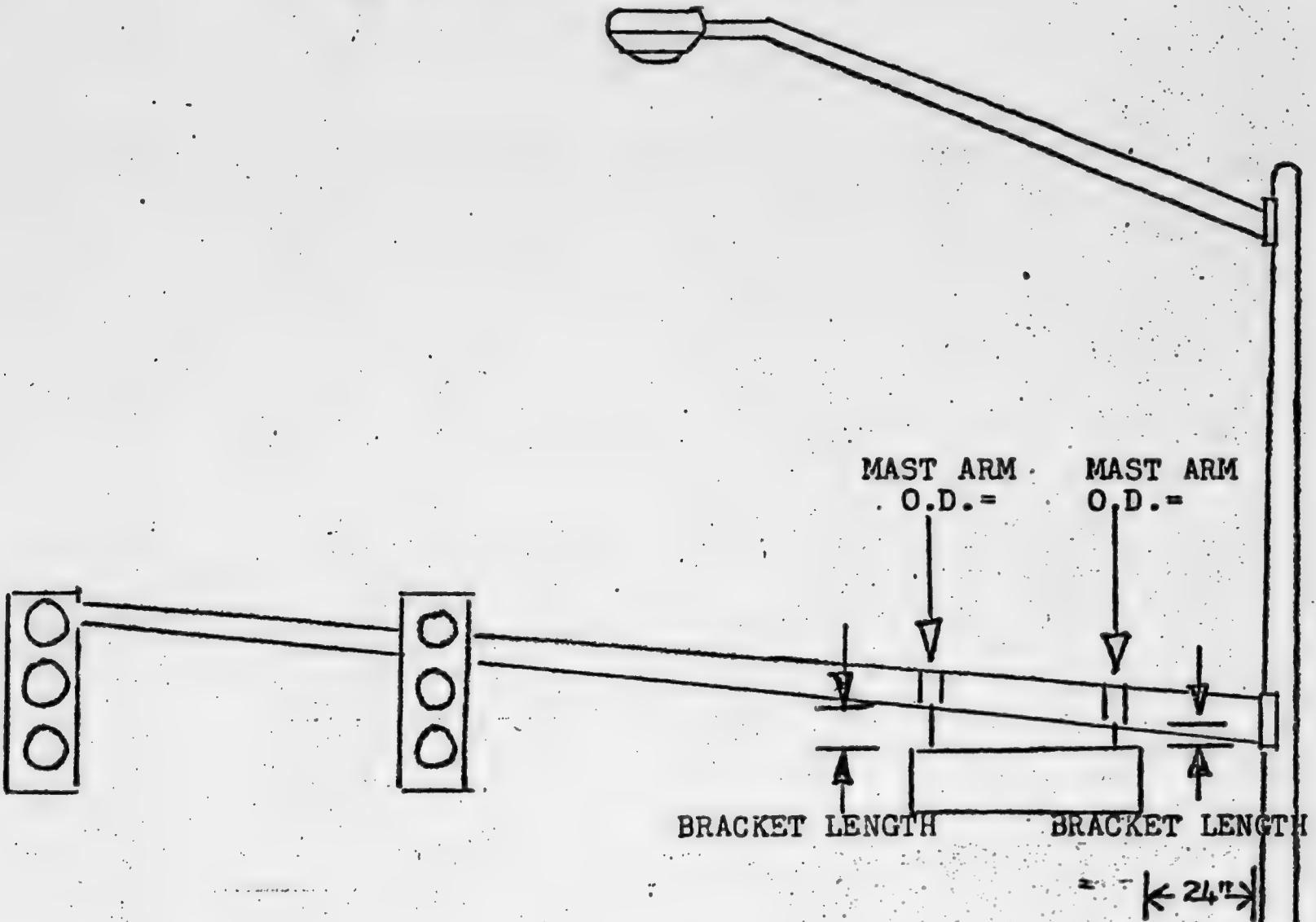
By:


Keith Lockard, P.E.
Assistant City Engineer

MGR:KL:cwo

Enclosure

ILLUMINATED STREET NAME SIGN
MOUNTING BRACKET HAREWARE DETAIL



QUAN.	PANEL LEGEND	LENGTH	SINGLE	DOUBLE	1-LAMP	2-LAMP
			FACE	FACE		

SIGN TO BE FURNISHED WITH TWO MAST ARM MOUNTING BRACKETS AS INDICATED ABOVE.

POLE LOCATION:

CITY OF RENO 490 S. CENTER RENO, NEV. 89505 PH. (702) 785-2210 PURCHASE ORDER NO. 25557

DEF	DIVISION	SECTION	REQUESTED BY	REQUISITION NO.
TRAFFIC SIGNAL			MORONEY	29887
VENDOR TERMS	PRICES F.O.B.	DELIVERY DATE	CONFIRM	YES NO
	SHIPPING	7-23-80		XXX

DATE 6-3-80

VENDOR NO. 3315

TO CLYTON MANN
DATE 6-3-80

SPECIAL REQUIREMENTS ATTACHED YES ☒ NO ☐

COPY TO VENDOR REQUIRED YES ☒ NO ☐

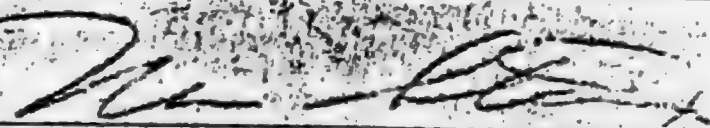
HU - ART LIGHTING & MFG.
2360 W. 21 st SOUTH
SALT LAKE CITY, UT 84119

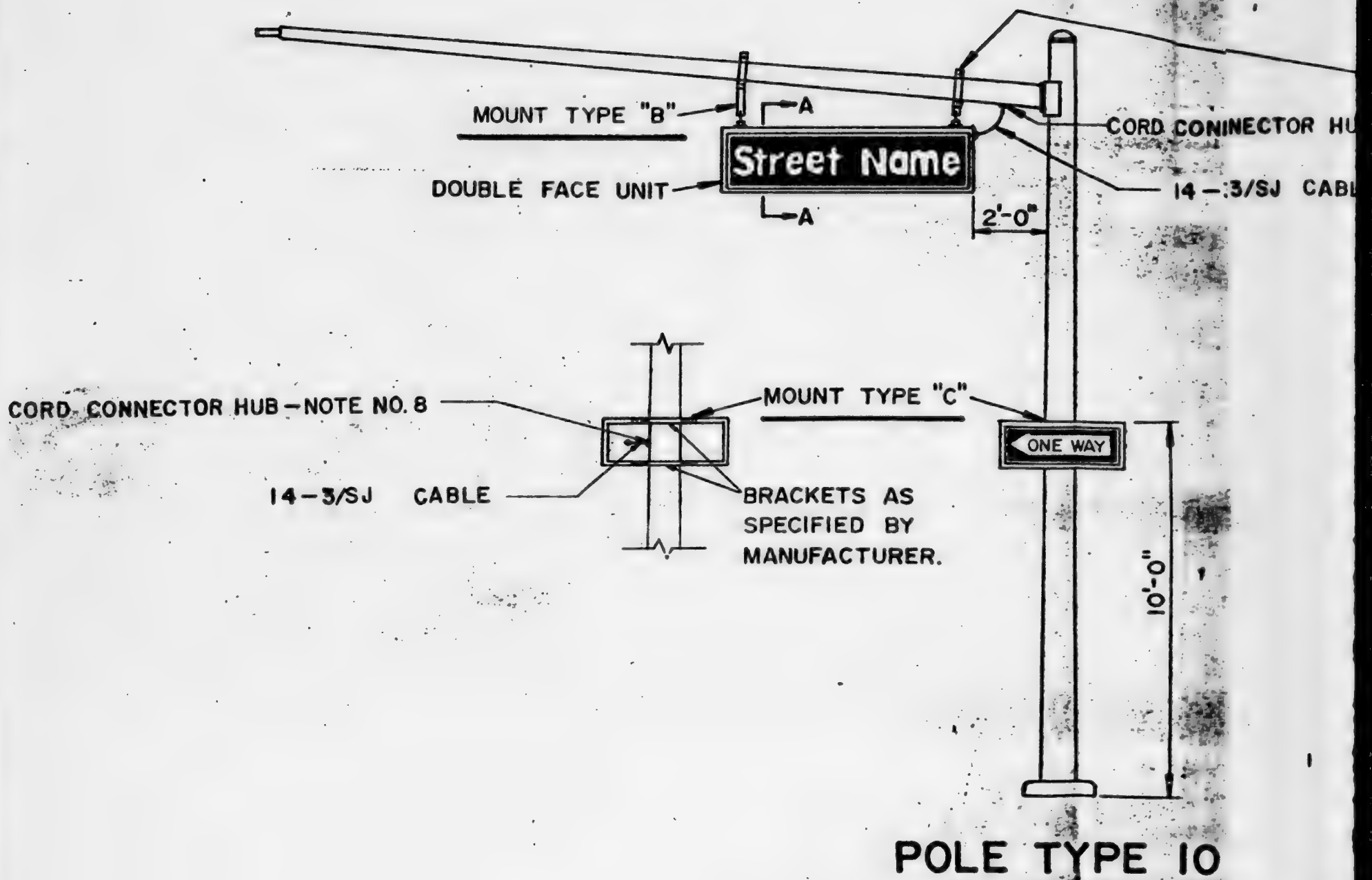
MAIL INVOICE TO
CITY OF RENO ACCOUNTING DIV
BOX 1900
RENO NEVADA 89505

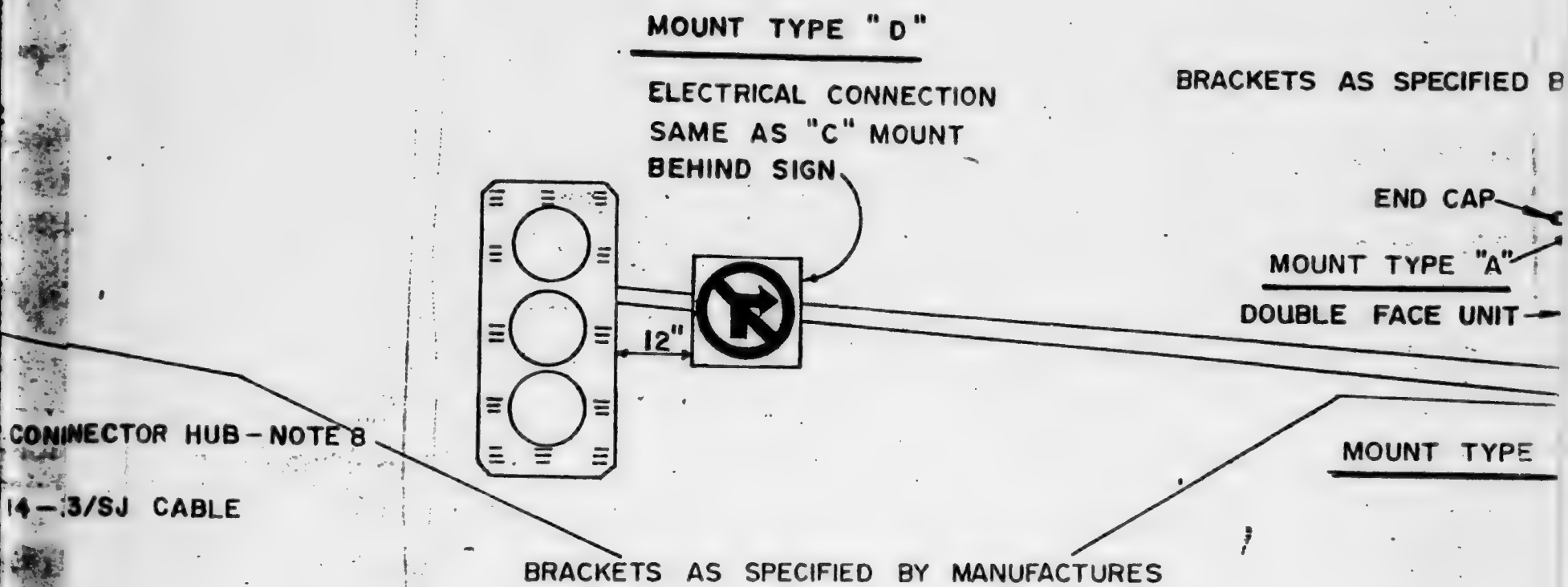
SHIP TO: TRAFFIC SIGNAL / CITY OF RENO / 490 S. CENTER STREET / RENO, NV 89501

ITEM	QUANTITY	UNIT OF MEASURE	DESCRIPTION	UNIT PRICE	EXTENSION
1	2		NAIMS-2-72-100 Internally illuminated St. Name signs, Dual Face - Series "E", 8" Caps, 6" Lower Case, 120 volts. Brackets per attached detail sheet. Legend to indicate "M. Virginia"	\$325.72	\$651.44
2	1		NAIMS-2-72-200 Same as above except legend to indicate "E. Second"	325.72	325.72
3	1		NAIMS-2-72-200 Same as above except legend to indicate "W. Second"	325.72	325.72
4	1		NAIMS-2-72-200 Same as above except legend to indicate "Liberty St."	325.72	325.72
TOTAL					\$1,628.60

DEPT. OF REVENUE
FEDERAL REVENUE SHARING
22-A77-0631-V2
COPY

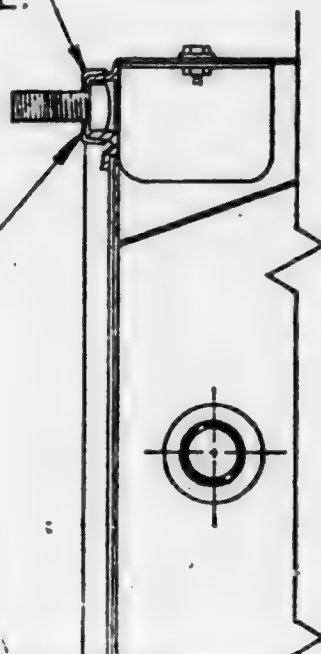

PURCHASING DIVISION SUPERVISOR
STEPHEN J. TAPOGNA

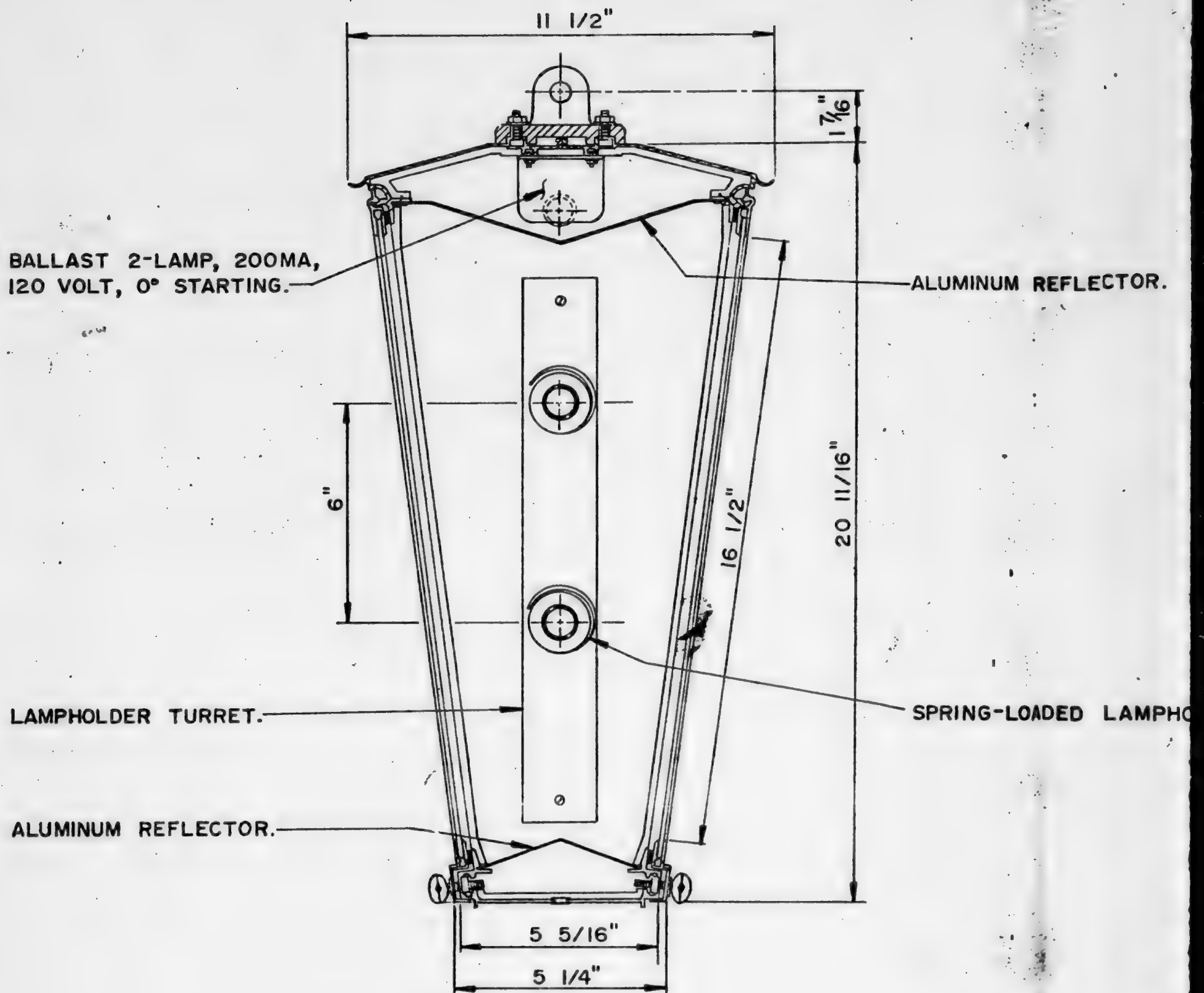




ALUMINUM RETAINER CHANNEL

REQUIRED FOR MOUNT
TYPE "C" & "D" ONLY





**SECTION A-A
INTERNALLY ILLUMINATED
STREET NAME SIGN**

1/2" SQUARE HEAD BOLT
1 1/2" LONG.

BALLAST 1-LAMP, 200MA
120 VOLT, 0° STARTING.

ALUMINUM REFLECTOR.

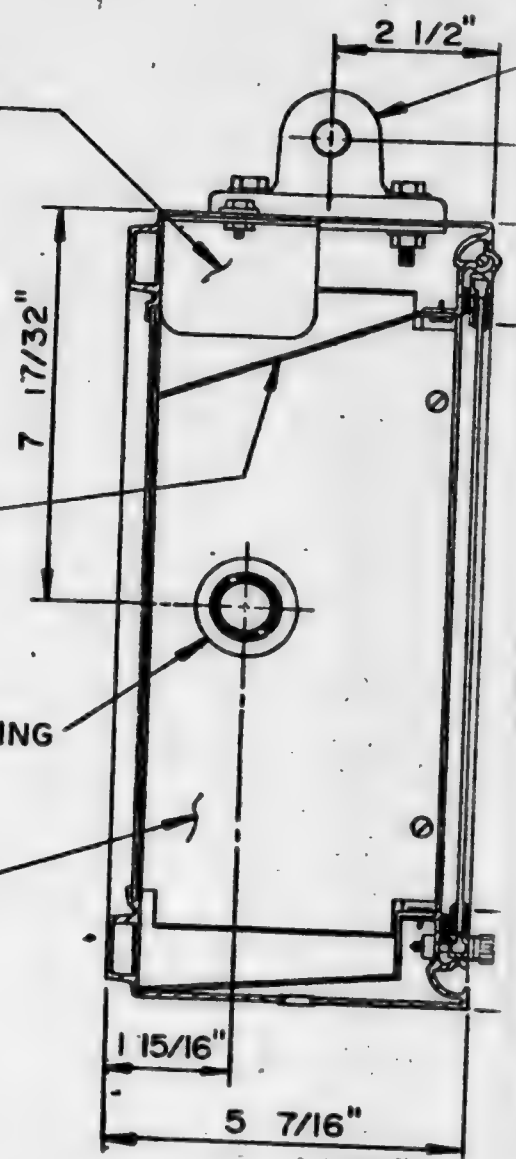
ALUMINUM REFLECTOR.

SELF-SEALING, SELF-ALIGNING
LAMPHOLDER.

LAMPHOLDER TURRET

RING-LOADED LAMPHOLDER

SECTION B-B
INTERNALLY ILLUMI
REGULATORY SI





Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 19, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Data Submission
Item No. 10109
Project No. F-4-2(13)
Revere, Greenwood, Franklin Ave. (Bend) Sec.
Deschutes County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on June 30, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145.

DRH:bks

Attachments

cc: D.D. Allen (Region 4)
General Files

Date: August 6, 1982

MAI 15-3

To: Oregon Transportation Commission

From: H.S. Coulter, P.E.
State Highway Engineer

Subject: Finance Approval
Traffic Signal Controller Project

On the consent calendar for the September 29 meeting will be a request to add a traffic signal controller project to our construction program.

The proposed project is located on The Dalles-California Highway in Bend and would replace the outdated controllers at Revere, Greenwood and Franklin Avenues.

The \$54,600 project would be financed with Federal-Aid Primary funds including \$6,500 state match.

Your approval is recommended and I request authority to sign the necessary agreements for and on your behalf.

KO:bkc

bc: Fred Miller
R.W. Gormsen
R.N. Bothman
W.E. Schwartz
E.S. Hunter
D.H. Moehring

L.E. George
J.H. Versteeg
Frank Terpin
Dale Allen
V.E. Skoog
George Bell

OREGON STATE HIGHWAY DIVISION PROJECT REQUEST

A. IDENTIFICATION:

Date: 8/2/82
 Proposed Section: Third St. Signals (Revere, Greenwood, Franklin Aves) Bend
 Highway: The Dalles-California Region: 4
 County(s): Deschutes St. Hwy. No. _____ M.P. _____ to M.P. _____ Length: _____
 Recommended Construction Date: Spring, 1983 (Attach Sketch Map)
 Method of Doing Work: Contract Yes Proposed 6 YP _____
 St. Force _____ Other _____

B. FINANCING

	Section	Year	Funds Available
Postpone ☐	_____	_____	Current 6 YP _____
Cancel ☐	_____	_____	Recommend _____
	_____	_____	Current 6 YP _____
	_____	_____	Recommend _____

If not one of the above - Recommended Financing: FAP

FAI ☐ , FAP ☒ , FAS ☐ , ST. CONST. ☐ , OTHER ☐

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year <u>80</u>)		Proj. Traffic (Year _____)	
	No. Lanes	Pvmt.	Shldr.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	5	AC	no	yes	-----	-----	22-25,000			
Proposed Facility:	5	AC	no	yes	-----	-----				

D. DEFINE THE PROBLEM: The outdated Singer 2000 controllers which are in existence are frequently breaking down and requiring local police to hand-direct traffic until repairs or adjustments can be made.

E. PROPOSED SOLUTION: Replace with more modern (Model 170) controllers. (This replacement would complete the string of signals w/Model 170 controllers from O. B. Riley Road to Murphy Road.)

F. REASON FOR REQUEST AT THIS TIME: To alleviate the conditions set forth in 'D' above that appear to worsen as time goes by.

G. COST ESTIMATE

Roadway Work	\$ 39,000
R/W (Approx: No. of Parcels _____, Acres _____, Any Reloc. _____).	-----
Structures	-----
Other (Define) <u>Const. engineering & contingencies (40%)</u>	15,600
Preliminary Engineering (By Whom) <u>State</u>	8,000

TOTAL \$ 62,600

H. REQUESTED BY:

Approval/Disapproval

Approval/Disapproval

Oregon Transportation Commission

Approval Date

[Signature]
 Region Engineer or Section Head
[Signature]
 State Highway Engineer
 Date _____

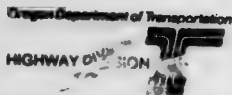
Asst. Director for Operations

Date _____

8-17-82

RECEIVED						
STATE HWY ENGR						
Remarks & Action Taken:						
OCT 7 82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

1983 Berry Stockway & Staveland 9674
Stockway Culvert Sec. on FAS A409
(Lower Smith River) (gr, pav, struct.)



HIGHWAY DIVISION INVOICE

YOUR ORDER NUMBER		BILLING REQ. NUMBER		AGE# 02	CURRENT DOCUMENT NUMBER 146648
				DATE 020888	VENDOR NUMBER 000061010400

Douglas County
Treasurer
County Courthouse
Roseburg, OR 97470

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPEC D	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09674 000	L02	8011			844010	03	\$4,310.90
PROG		APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE			
DESCRIPTION: Final settlement on RS-A409 (4 and 6), Berry and Staveland Stockways, Agreement No: 7783 and 7784. GL 1140 SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)								TOTAL PRICE
TOTAL AMOUNT DUE								\$4,310.90

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: January 22, 1988

COUNTY: Douglas AGREEMENT NO: 7783, 7784 PROJECT NO: RS-A409(4 & 6)

CONTRACT NO: 9674 SECTION: Berry & Staveland Stockways

PRELIMINARY ENGINEERING PREFIX C510-1919:

	<u>PARTICIPATING</u>	<u>NON PARTICIPATING</u>
Project Manager	\$ 36.38	\$
Final Design	492.27	
Traffic	24.34	
Audit Services	169.36	
Location	5.88	
Program Section	142.34	
Specifications	1,481.95	
Administrative Services	8.25	
R/W Utility Engineer	42.17	
Surface Design Engineer	112.48	
Total P.E. Cost	\$ 2,515.42	\$ -0-

PRELIMINARY ENGINEERING PREFIX C510-1920:

Final Design	\$ 441.52	
Traffic	24.34	
Location	5.88	
Program Section	142.34	
Specifications	520.65	
Administrative Services	8.24	
Surface Design Engineer	84.09	
Total P.E. Cost	\$ 1,227.06	\$ -0-

CONSTRUCTION PREFIX C510-1022 & C09674:

Payment to Contractor	\$ 151,752.23	\$ 890.12
SFO #2 Signal Controller Testing	1,200.00	
Interest on Final Payment		174.00
Field Engineering	878.21	
OBEC Consultant Engineer	22,009.00	
Liquidated Damages	(975.00)	
Audit Expenses	345.05	
Program Section	51.13	
Materials Section	741.67	
Technical Services		166.97*
Construction Branch		1,167.16*
Region Office Charges		1,596.48*
Accounting		166.28*
Total Construction Cost	\$ 176,002.29	\$ 4,161.01

*Engineering costs have exceeded the 15% federal limitation, so are Non Participating County costs.

SUMMARY

Participating P.E. Cost	\$	3,742.48
Participating Const. Cost		<u>176,002.29</u>
Total Participating Cost	\$	179,744.77

FEDERAL FUNDS

P.E. (88.15%)	\$	3,298.99	
Const. (88.15%)		<u>155,146.02</u>	<u>(158,445.01)</u>
Subtotal			\$ <u>21,299.77</u>
Less State Share 1/2 Balance			(10,649.88)
Plus Non Participating County Cost			4,161.01
Less County's Advance Deposit:			
CONST. & P.E. AD #83-43			<u>(10,500.00)</u>

<u>BALANCE DUE FROM COUNTY</u>	\$	<u>4,310.90</u>
--------------------------------	----	-----------------

MKS:bkw

1988 ROSTER OF COUNTY JUDGES AND COMMISSIONERS OF OREGON

County	Telephone	County Seat	Zip	County Judge or *Chair of Board	County Commissioners
Baker	523-6414+	Baker	97814	Ralph Ward	Steven M. Bogart
Benton	757-6800	Corvallis	97330	*Dale D. Schrock	Charline R. Carr
Clackamas	655-8581	Oregon City	97045	*Ed Lindquist	Dale M. Harlan
Clatsop	325-1000	Astoria	97103	*Deborah A. Boone	Roger Berg
Columbia	397-4322	St. Helens	97051	*Michael J. Sykes	Max W. Dillard
Coos	396-3121+	Coquille	97423	*Jack L. Beebe	Gordon Ross
Crook	447-6555	Prineville	97754	Dick Hoppes	Frances L. Burgess
Curry	247-7015+	Gold Beach	97444	*T. V. Skinner	Thomas M. McKenzie
Deschutes	388-6570	Bend	97701	*Richard L. Maudlin	Lois Bristow Prante
Douglas	440-4201	Roseburg	97470	*Doris Wadsworth	Doug Robertson
Willamette	384-6351	Condon	97823	Laura Pryor	Allen L. Anderson
Grant	575-0059	Canyon City	97820	Lorene Allen	Calvin Clark
Harney	573-6356	Burns	97720	Dale White	Earl E. Tiller
Hood River	386-3970	Hood River	97031	*Jerry Routson	Jack Mills
Jackson	776-7231	Medford	97501	*Jeff Golden	Beverley Rowland
Jefferson	475-2449	Madras	97741	Herschel Read	Hank Henry
Josephine	474-5221	Grants Pass	97526	*William F. Ford	Gordon Shown
Klamath	882-2501+	Klamath Falls	97601	*Roger Hamilton	Harold L. Haugen
Lake	947-2421	Lakeview	97630	*Arthur H. Sheer	Ted Lindow
Lane	687-4203	Eugene	97401	*Ellie Dumdi	J. Harold Gipson
Lincoln	265-6611+	Newport	97365	*Norma McMillin	John Ball
Linn	967-3825	Albany	97321	*Vernon Schrock	Bill Rogers
Malheur	473-3123	Vale	97918	Max Lieurance	Frank Armstrong
Marion	588-5212	Salem	97301	*Garry Kanz	Larry J. Johnson
Morrow	676-9061	Heppner	97836	Louis Carlson	Don Cox
Itnomah	248-3277	Portland	97204	*Gladys McCoy	Randall Franke
Polk	623-8173	Dallas	97338	*Benj. F. Magill	G. W. Peck
Sherman	565-3606	Moro	97039	Gordon Hilderbrand	Pauline Anderson
Tillamook	842-3403	Tillamook	97141	*Gerald Creasy	Gretchen Kafoury
Umatilla	276-7111+	Pendleton	97801	*Jeanne S. Hughes	Craig Hanneman
Union	963-1001	LaGrande	97850	John Howard	Bob Boynton
Wallowa	426-3586	Enterprise	97828	LeRoy Childers	Dean Kinkade
Wasco	296-2207	The Dalles	97058	William L. Hulse	Bill Hansell
Washington	648-8681	Hillsboro	97124	*Bonnie L. Hays	Mike Caldwell
Wheeler	763-2400	Fossil	97830	Lee Hoover	Patricia Combes
Yamhill	472-9371+	McMinnville	97128	*Ted Lopuszynski	Jim Comini
+Switchboard					Eva M. Killpack
					John Meek
					John Asher
					David E. Bishop
					Steve Larrance
					Roy Rogers
					John Collins
					Donald D. Porter

5, 1022 9674

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION				D.O. VOUCHER NO.	
FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117				STATE VOUCHER NO.	
				DATE	
				FHWA SCHEDULE NO.	
				PAID BY	
Appropriation: The United States, Dr., TO <u>Treasurer of the State of Oregon</u>					
Address <u>Capitol Building, Salem, OR 97310</u>					
STATE			FEDERAL AID PROJECT NO. RS-A409(6)		
PROGRAM APPROVED			VOUCHER PERIOD From: 6/8/83 To: 6/12/87		
FINANCIAL DATA					
TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
180,163.30	176,002.29	8815	155,146.02	155,146.02	0
<i>The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.</i>					
SIGN _____ State Highway Agency ORIGINAL ONLY By _____ Authorized Officer Date					
<i>I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.</i>					
Amount submitted \$ _____					
Adjustments \$ _____					
Amount Approved \$ _____					
SIGN ORIGINAL COPY _____ Signature of Authorized FHWA Representative Date					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	BERRY STOCKWAY & STAVELAND STOCKWAY LOWER SMITH RIVER COUNTY ROAD DOUGLAS COUNTY Construction Type Code Y007 Stockway (Sta. 10+50 to Sta. 14+00) Berry Stockway, Bridge No. 16667 Stockway (Sta. 5+50 to Sta. 8+50) Staveland Stockway, Bridge No. 16666					
SFO	Final Contract Payment Summary	Lump Sum			\$151,752.23	✓
#2	Signal Controller Testing (State 1)	All Required			1,200.00	✓
	TOTAL PARTICIPATING CONSTRUCTION COST				\$152,952.23	
	Construction Engineering					
	Work of OBEC Consulting Engineers	All Required			22,009.00	✓
	State	All Required			1,908.83	✓
	Liquidated Damages	Lump Sum			<975.00>	✓
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				\$ 22,942.83	
	Misc. Project Cost					
	Audit Expenses	All Required			107.23	
	TOTAL PARTICIPATING PROJECT COST				\$176,002.29	✓
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			890.12	✓
	Interest on Final Payments	All Required			174.00	✓
	Construction Engineering	All Required			3,096.89	✓
	TOTAL NON PARTICIPATING PROJECT COST				4,161.01	✓
	TOTAL PROJECT COST				\$180,163.30	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12/17/87.					
AMOUNT CARRIED FORWARD						

REQUEST FOR WARRANT

Project No.: _____

Hwy. Agr. No.:

Contract No.: 9674

Project: _____

Estimate No.: 9Final

Period Covered: _____

Work Order No.: _____

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	2400.00		2400.00
	Interest on \$92.17 from 8/9/84 - 3/31/86 .600 days @ .29 /day	174.00		174.00
Approved by:	T.E. King	Totals Retained % Total Payments		
Prepared by:		2574.00		2574.00

Common Data Elements

Doc. No. RW 609674

04.01.86
Month Day Year

Agency 02 Vendor # 0000962364 Suf. 00 Ref. Doc. / Suf. _____ Check No. _____

[illegible]

FORM NO.: 81-734-1359 (7/5/85)

Added to batch 4/4/86

RS-40

UNION DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

4-13-86

ESTIMATE NUMBER: 009

JOHNSON ROCK PRODUCTS, INC.

CONTRACT NUMBER: C09674

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETP
AMOUNT TO DATE:		150,870.34	975.00-	2,400.00	1,772.01	149
PRIOR AMOUNT:		152,678.17	975.00-	2,400.00	1,772.01	151
PRESENT AMOUNT:		1,807.83-	0.00	0.00	0.00	1
EA-NUMBER	SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETP
C09674	010	890.12	0.00	0.00	0.00	2
C09674	011	2,697.95-	0.00	0.00	0.00	1
TOTAL		1,807.83-	0.00	0.00	0.00	

[Handwritten signature]

UNION DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

Est. # 2194

NUMBER: C09674

ESTIMATE NUMBER: 009

4-3-86

JOHNSON ROCK PRODUCTS, INC.

NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
DATE:	150,870.34	975.00-	2,400.00	1,772.01	149,267.35
TIME:	152,678.17	975.00-	2,400.00	1,772.01	151,075.18
UNIT:	1,807.83-	0.00	0.00	0.00	1,807.83-
SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
010	890.12	0.00	0.00	0.00	890.12
011	2,697.95-	0.00	0.00	0.00	2,697.95-
TOTAL	1,807.83-	0.00	0.00	0.00	1,807.83-

Handwritten signature/initials

RS-409(5)



CONTRACT PAYMENT VOUCHER

COUNTY DOUGLAS

CONTRACT NO. C09674

ESTIMATE NO. 9

HIGHWAY

FAS A409 (LOWER SMITH RIVER RD)

FEDERAL AID PROJECT NO.

KS-A0409006

SECTION

BERRY STOCKWY&STAVELAND STOCKWY CLVRT

734-1020 (9-85)

ITEMS		UNITS		UNIT PRICE		QUANTITY TO DATE		AMOUNT TO DATE		PREVIOUS AMOUNT	
NO.											
001	11 MOBILIZATION	LUMP SUM		10000.0000		100.000		10000.00		10000.00	
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM		1100.0000		100.000		1100.00		1100.00	
003	11 TEMPORARY SIGNS	SQ FT		13.0000		356.000		4758.00		4758.00	
004	11 TEMP CONT RAIL TRAFFIC BARRIER REFLECT	LIN FT		6.0000		700.000		4200.00		4200.00	
005	11 TEMPORARY BRIDGE RAIL	LIN FT		25.0000		50.000		1250.00		1250.00	
006	11 TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH		6300.0000		4.000		25200.00		25200.00	
007	11 FLAGMEN	HOUR		25.0000		119.500		2987.50		2987.50	
008	11 CLEARING AND GRUBBING	LUMP SUM		2000.0000		100.000		2000.00		2000.00	
009	11 REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM		1000.0000		100.000		1000.00		1000.00	
010	11 EMBANKMENT IN PLACE	CU YD		7.5000		1,775.700		13318.20		13088.25	
011	11 STONE EMBANKMENT	CU YD		17.0000		45.200		768.40		768.40	
012	11 TRENCH EXCAVATION	CU YD		4.5000		215.490		969.71		1008.00	
013	11 1'-0" AGGREGATE BASE	TON		11.0000		1,755.760		19313.36		19313.69	
014	11 CLASS B OR CLASS C	TON		40.0000		382.050		15282.00		15282.00	
015	11 12-INCH CULVERT PIPE	LIN FT		6.6000		70.000		462.00		462.00	
016	11 36-INCH CULVERT PIPE	LIN FT		13.5000		148.000		1998.00		1998.00	
017	11 BEDDING MATERIAL	CU YD		16.0000		121.230		1939.68		1940.80	
018	11 GUARD RAIL TYPE 2A	LIN FT		14.0000		413.000		5782.00		5775.00	
019	11 GUARD RAIL ANCHORS TYPE 1	EACH		325.0000		6.000		2600.00		2600.00	
020	11 RAIL END PIECES TYPE C	EACH		65.0000		6.000		660.00		660.00	
021	11 TYPE 1-SW FENCE	LIN FT		4.0000		629.000		1716.00		1712.00	
022	10 16" SINGLE GATES	EACH	PA 1	595.0000		1.496		890.12			
022	11 16" SINGLE GATES	EACH	PA 1	595.0000		2.504		1489.88			
023	11 LOOSE HIPRAP CLASS 50	CU YD		40.0000		5.700		228.00		2360.00	
024	11 BRIDGE REMOVAL	LUMP SUM		2000.0000		100.000		2000.00		225.00	
025	11 6" X 8" STRUCTURAL PLATE PIPE	LIN FT		132.2500		64.000		8464.00		2000.00	
026	11 13" X 12" STRUCTURAL	LIN FT		210.0000		74.000		15540.00		8464.00	
027	11 ADJUSTING UTILITIES	LUMP SUM		500.0000		100.000		500.00		15540.00	

PRICE AGREEMENT ITEMS

3002A	11 BACKHUE	HOURS	120.7500	14.000	1690.50	1690.50
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DATE

04 03 86 PG. 01 C09674

TOTAL CONTRACT ITEMS

ENGINEER OR AUDITOR

FORCE ACCOUNT

CONTRACT PAYMENT VOUCHER			COUNTY	CONTRACT NO.	ESTIMATE NO.			
			DOUGLAS	C09674	9			
			HIGHWAY	FEDERAL AID PROJECT NO.				
FAS A409 (LOWER SMITH RIVER RD)			KS-A0409006					
			SECTION					
BERRY STOCKWAY&STAVELAND STOCKWY CLVMT								
ITEMS			UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
MOBILIZATION			LUMP SUM	10000.0000	100.000	10000.00	10000.00	
TEMPORARY PROTECTION AND DIR OF TRAFFIC			LUMP SUM	1100.0000	100.000	1100.00	1100.00	
TEMPORARY SIGNS			SQ FT	13.0000	366.000	4758.00	4758.00	
TEMP CONT RAIL TRAFFIC BARRIER REFLECT			LIN FT	6.0000	700.000	4200.00	4200.00	
TEMPORARY BRIDGE RAIL			LIN FT	25.0000	50.000	1250.00	1250.00	
TEMPORARY TRAFFIC SIGNAL INSTALLATION			EACH	6300.0000	4.000	25200.00	25200.00	
FLAGMEN			HOURL	25.0000	119.500	2987.50	2987.50	
CLEARING AND GRUBBING			LUMP SUM	2000.0000	100.000	2000.00	2000.00	
REMOVAL OF STRUCTURES AND OBSTRUCTIONS			LUMP SUM	1000.0000	100.000	1000.00	1000.00	
EMBANKMENT IN PLACE			CU YD	7.5000	1,775.700	13318.20	13088.25	229.95
STONE EMBANKMENT			CU YD	17.0000	45.200	768.40	768.40	
FRENCH EXCAVATION			CU YD	4.5000	215.496	969.71	1008.00	30.29
14"-0 AGGREGATE BASE			TON	11.0000	1,755.760	19313.36	19313.69	.33-
CLASS B OR CLASS C			TON	40.0000	382.050	15282.00	15282.00	
12-INCH CULVERT PIPE			LIN FT	6.5000	70.000	455.00	455.00	
36-INCH CULVERT PIPE			LIN FT	13.5000	148.000	1998.00	1998.00	
BEDDING MATERIAL			CU YD	16.0000	121.230	1939.68	1940.80	1.12-
GUARD RAIL TYPE 2A			LIN FT	14.0000	413.000	5782.00	5775.00	7.00
GUARD RAIL ANCHORS TYPE 1			EACH	325.0000	6.000	2600.00	2600.00	
RAIL END PIECES TYPE C			EACH	65.0000	8.000	680.00	680.00	
TYPE 1-5W FENCE			LIN FT	4.0000	424.000	1716.00	1712.00	
16" SINGLE GATES			EACH	595.0000	1.496	890.12		9.00
16" SINGLE GATES			EACH	595.0000	2.504	1489.88		990.12
LOOSE RIPRAP CLASS 50			CU YD	40.0000	5.700	228.00	2360.00	690.12-
BRIDGE REMOVAL			LUMP SUM	2000.0000	100.000	2000.00	225.00	
1' X 8" STRUCTURAL PLATE PIPE			LIN FT	132.2500	64.000	8464.00	2000.00	
13' X 12" STRUCTURAL PLATE PIPE			LIN FT	210.0000	74.000	15540.00	8464.00	
ADJUSTING UTILITIES			LUMP SUM	500.0000	100.000	500.00	15540.00	
PRICE AGREEMENT ITEMS							500.00	
BACKHUE			HOURS	120.7500	14.000	1690.50	1690.50	
03 86 PU. 01 C09674			TOTAL CONTRACT ITEMS					
			FORCE ACCOUNT					



734-1020 (9-85)

UNIMATI NO. C09674	ESTIMATE NO. 7
FEDERAL AID PROJECT NO.	

HIGHWAY

SECTION

[illegible]

CONTRACT NO. C09614	ESTIMATE NO. 7
FEDERAL AID PROJECT NO.	

Type Code	"P" Construction Cost	1" Construction Cost	"P" Significant Damage	Total Cost
K007	\$ 151,752.23	890.12	(\$ 975.00)	\$ 151,667.35

[illegible]

JOB COST SUMMARY RUN ON 01-13-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 01/08/88

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
C09674	000		001	0821			49.73
OBJ-DETAIL	001						49.73
C09674	000		199	8011			1.22
OBJ-DETAIL	199						1.22
C09674	000		300	8011			3,002.38
C09674	000		300	8011			-3,002.38
OBJ-DETAIL	300						
C09674	000		555	0521			6.59
OBJ-DETAIL	555						6.59
ACTIVITY							57.54 SUBTOTAL
C09674	000	010	001	0821			249.62
OBJ-DETAIL	001						249.62
ACTIVITY	010						249.62 SUBTOTAL
C09674	000	900	001	3015			35.36
OBJ-DETAIL	001						35.36
ACTIVITY	900						35.36 SUBTOTAL
C09674	000	940	001	8221			20.49
OBJ-DETAIL	001						20.49
ACTIVITY	940						20.49 SUBTOTAL
SUB-JOB	000	SUBTOTAL					363.01
C09674	001		349	8011			174.00
OBJ-DETAIL	349						174.00
ACTIVITY							174.00 SUBTOTAL
SUB-JOB	001	SUBTOTAL					174.00
C09674	010			8011			6.05 ***
OBJ-DETAIL							6.05
C09674	010		199	8011			1.18

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 01-13-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 01/08/88

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	OBJ-DETAIL	199					1.18
	C09674	010	300	8011			890.12
	C09674	010	300				890.12
	OBJ-DETAIL	300					897.35 SUBTOTAL
	ACTIVITY						
	C09674	010	900	0521			3,089.66
	OBJ-DETAIL	598					3,089.66
	ACTIVITY	900					3,089.66 SUBTOTAL
	SUB-JOB	010	SUBTOTAL				3,987.01
	C09674	011		8011			179,020.53 ***
	OBJ-DETAIL						179,020.53
	C09674	011	199	8011			6.36
	OBJ-DETAIL	199					6.36
	C09674	011	300	8011			4,791.31
	C09674	011	300				-7,489.26
	OBJ-DETAIL	300					-2,697.95
	ACTIVITY						176,328.94 SUBTOTAL
	C09674	011	900	0521			-3,089.66
	OBJ-DETAIL	598					-3,089.66
	ACTIVITY	900					-3,089.66 SUBTOTAL
	SUB-JOB	011	SUBTOTAL				173,239.28
	EA		C09674 TOTAL				177,763.30

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

jc

cc: OSHD (L. W. Rulien)

9674

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

AE, J

ACCTS

B

REGION NO. 10	REPORT NO. 1	COUNTY Douglas	DIVISION Oregon				
DATE OF REPORT May 21, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-A409(6)				
COMPLETION DATE (Actual) June 18, 1984	ACCEPTANCE DATE BY CONTACT AGENCY November 18, 1985	TIME ELAPSED 100 %	CONTRACT TIME 250 CD				
LOCATION Berry Stockway & Staveland Stockway Culvert Sections on FAS A409 (Lower Smith River Road).							
The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over \$500,000) A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.							
REMARKS: <i>The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.</i>							
1. <u>Description of Improvement as Programed:</u> A. Grading and paving of approximately 0.12 mile of roadway. B. Construction of 13' x 12' structural plate pipe at M.P. 10.09. C. Construction of 6' x 8' structural plate pipe at M.P. 12.43. D. Performance of such additional and incidental work as is called for by the specifications and plans.							
2. <u>Contractor's Name:</u> Fabricators, Inc.							
3. <u>Contract Amount:</u> \$151,667.35							
4. <u>CERTIFICATION:</u> I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.							
Signature (SHD Official) <u><i>C. O. Fredrickson</i></u>							
Title <u>Construction Engineer</u>							
5							
<table border="1"><tr><td colspan="2">RECEIVED STATE HWY ENGR</td></tr><tr><td colspan="2">JUN 15 '87</td></tr></table>				RECEIVED STATE HWY ENGR		JUN 15 '87	
RECEIVED STATE HWY ENGR							
JUN 15 '87							
ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION					
SIGNATURE <u><i>Richard K. Bell</i></u>	SIGNATURE <u><i>John T. Brice</i></u>	FOR <u><i>C. O. Fredrickson</i></u>					
TITLE Area Engineer	DATE 6/12/87	TITLE District Engineer	DATE 6/12/87				

April 18, 1986

CON 5 - #9674

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

On January 7, 1986, we wrote to you concerning Contract No. 9674 awarded to Johnson Rock Products, Inc. for work on the Berry Stockway and Staveland Stockway Culvert Section of Lower Smith River Road in Douglas County.

We stated in that letter that the total contract amount was \$149,573.99. Our accounting office has notified us that the final payment amount was \$592.17. The total contract amount is now \$151,667.35 and the force account amount of \$1,772.01 remains the same.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Johnson Rock Products
Box 548
North Bend, OR 97459

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

November 15, 1985

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9674

Contract No. 9674 awarded to Johnson Rock Products, Inc. for work on the Berry Stockway and Staveland Stockway Culvert Section of the Lower Smith River Road in Douglas County was completed on July 10, 1984 and accepted by the State Highway Division on November 7, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 20, 1985.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Johnson Rock Products, Inc.
Box 548
North Bend, OR 97459

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

FKN:arc

NOTED ON CARD

11-15-85 ac

BERRY AND STAVELAND STOCKWAYS

NARRATIVE REPORT

Due to the project location, factors such as narrow road, inadequate road shoulders, and steep embankments have caused the contractor to use a portion of the travel lane as part of the work area some of the time. This has caused a substantial cost overrun on the flaggers in order to provide adequate minimum traffic control and protection. Overruns on the temporary signing was caused when temporary signs were removed off the job site upon completion of the project, and portable signs were brought back onto both job sites for rock slope protection, P.A. No. 2.

ROADWORK

After completing embankment work and the paving at both sites, heavy winter rain fell causing embankment erosion and saturated the ground preventing proper installation of the fencing. Fencing was completed on a separate basis during the course of the shut down period, P.A. No. 1. Rock slope protection was required on erosion areas at both sites, also rerouting of drainage to the 36" culvert was required at Berry Stockway.

Seeding and mulching was placed to stabilize embankment slopes and improve erosion control. This is an anticipated item under this contract on P.A. No. 3.

STRUCTURE (Multiplate Arch Culvert)

At Berry Stockway the contractor had problems getting adequate bedding between the corrugations. A load of sand was brought in to be blown between the corrugations and compacted with a pneumatic pogo ram.

NOTED
N. E. MANN

1. Verster N
2. Anderson RK
3. 64
4. Trout ROAD DESIGN SECTION
5. Wakerlig

Do not
Return
Bring Up
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Berry Stockway and Staveland Contract No.: 9674
 Stockway Culverts
 Highway: Lower Smith River Road Prefix: 510-1022
 County: Douglas F.A. No.: RS-A409 (6)

Item No.	Item	Unit	Original	Semi-Final	% (+ or -)
SUMMARY					
	Bid Items	\$	146,727.50	146,235.64	- 0.3%
	Anticipated Items	\$	1,740.00		
	Contingencies	\$	6,681.04	7,946.96	+ 15.9%
	Engineering	\$	13,362.08	26,905.91	+101.4%
	Liquidated Damages	\$			
	Total	\$	168,510.62	181,088.51	+ 7.5%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

3.	Temporary Signs	S.F.	200	366	+ 83.0%
	Minimum number of signs required as per ODOT Drg. No. 2203.				
4.	Temporary Continuous Traffic Barrier	L.F.	650	700	+ 8%
	Minimum required as per ODOT Drg. No. 2203.				
7.	Flaggers	HOURS	40	119.5	+ 98.8%
	Necessary to provide adequate traffic control and protection.				
10.	Embankment in Place	C.Y.	1,990	1,745.1	- 12.3%
	All required to build fills as per plans and specifications.				
13.	1" Aggregate Base	TON	1,550	1,755.79	+ 13.3%
	Amount required to build base as per plans and specifications.				
14.	Asphalt Concrete	TON	500	382.	- 23.6%
	Amount required to complete project as per plans and specifications.				
17.	Bedding Material	C.Y.	145	121	- 16.3%
	Amount required to complete project as per plans and specifications at the direction of the engineer.				
21.	Type 1-5W Fence	L.F.	577	428	- 25.8%
	Amount required to complete project at the direction of the engineer.				

continued

Page Two
Continued

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Berry Stockway and Staveland Contract No.: 9674
Stockway Culverts
Highway: Lower Smith River Road Prefix: 510-1022
County: Douglas F.A. No.: RS-A409 (6)

Item No.	Item	Unit	Original	Semi-Final	% (+ or -)
22.	16' Single Gates	EACH	3	4	+ 33.3
	Additional gate required to replace the old gate which could not be salvaged.				
P.A. #3	Roadside Seeding and Mulching	ACRE	0.25	0.20	- 20.0
	Anticipated Item				

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER <i>7-151</i>			State OREGON		
PROJECT REPORT NUMBER			County DOUGLAS		
MODIFICATION NUMBER 1			Project Number RS-A409(6)		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on October 5, 19 83,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>168,453.00</u>	\$ <u>178,752.00</u>
Federal funds	\$ <u>148,489.00</u>	\$ <u>157,569.00</u>
Other revisions		

This modification is made for the following reasons: To include increased construction costs.

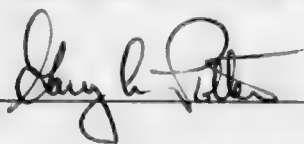
All other terms and conditions of the Project Agreement will remain in full force and effect. This modi-

fication is effective as of the 19th day of September, 19 84.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By



Manager, Program Section

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



(Division Administrator)

For: Dale E. Wilken

☒ FOR: H. S. Coulter, P.E.

State Highway Engineer

(Title)

By

(Title)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 17, 1984

FEDERAL AID PROJECT NO. RS-A409(6)

BERRY STOCKWAY & STAVELAND STOCKWAY
LOWER SMITH RIVER COUNTY ROAD
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007

STOCKWAY (Sta. 10+50 to Sta. 14+00)
BERRY STOCKWAY, BRIDGE NO. 16667

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	\$ 13.00	100	\$ 1,300.00	183	\$ 2,379.00
Flagmen	25.00	20	500.00	60	1,500.00
1"-0 Aggregate Base	11.00	720	7,920.00	816	8,976.00
Backhoe (PA #2)	120.75	--	--	14	1,690.50
Rock Slope Material (PA #2)	12.00	--	--	100	1,200.00

SUBTOTALS

\$ 9,720.00

\$ 15,745.50

SubTOTAL from estimate of August 16, 1983
Increase
SUBTOTAL
Engineering
TOTAL

\$ 6,025.50
80,218.50
\$ 86,244.00
10,829.0
\$ 97,073.00

TYPE CODE Y007

STOCKWAY (Sta. 5+50 to Sta. 8+50)
STAVELAND STOCKWAY, BRIDGE NO. 16666

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	\$ 13.00	100	\$ 1,300.00	183	\$ 2,379.00
Flagmen	25.00	20	500.00	59.5	1,487.50

1"-0 Aggregate Base	11.00	830	9,130.00	939.79	10,337.69	
SUBTOTALS			<u>\$ 10,930.00</u>		<u>\$ 114,204.19</u>	\$ 3,274.19
						69,199.00
						<u>\$ 72,473.19</u>
						9,205.81
						<u>\$ 81,679.00</u>

SUBTOTAL from estimate of August 16, 1983
 Increase
 SUBTOTAL
 Engineering
 TOTAL

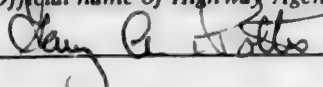
Length of Structure ----- 0.00 mi.

SUMMARY OF FUNDS (88.15%)

<u>DESCRIPTION</u>	<u>TOTAL COST</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>	<u>COUNTY FUNDS</u>
Berry Stockway Str.	\$ 97,073.00	\$ 85,569.00	\$ 5,752.00	\$ 5,752.00
Staveland Stockway Str.	81,679.00	72,000.00	4,839.00	4,840.00
TOTAL	<u>\$178,752.00</u>	<u>\$257,569.00</u>	<u>\$10,591.00</u>	<u>\$10,592.00</u>

Group 1: 100%
 Contract No. 9674
 Prefix: 510-1919
 Prefix: 510-1022

WH:pf

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-26	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	OMB No. 04-R2089 State OREGON County DOUGLAS Project No. RS-A409(6)
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.		
PROJECT TERMINI Berry Stockway & Staveland Stockway Strs.		
PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-8-83	0.00
OTHER (Specify)		
FUNDS PRO RATA 88.15%		
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS	
\$ 168,453.00	\$ 148,489.00	
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.		
OREGON STATE HIGHWAY DIVISION (Official name of Highway Agency) By <u></u> Manager, Program Section (Title) BYX FOR: H. S. Coulter State Highway Engineer (Title) By _____ (Title)	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By <u></u> (Division Administrator) For: Dale E. Wilken Date executed by Division Administrator <u>107 5 1983</u>	

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 16, 1983

FEDERAL AID PROJECT NO. RS-A409(6)

BERRY STOCKWAY & STAVELAND STOCKWAY
LOWER SMITH RIVER COUNTY ROAD
DOUGLAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007

STOCKWAY (Sta. 10+50 to Sta. 14+00)

BERRY STOCKWAY, BRIDGE NO. 16667

Mobilization	50% All Required		\$ 5,000.00
Temporary Protection and Direction of Traffic	50% All Required		550.00
Temporary Signs	100 Sq. Ft.	13.00	1,300.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	350 Lin. Ft.	6.00	2,100.00
Temporary Bridge Rail	37 Lin. Ft.	25.00	925.00
Temporary Traffic Signal Installation	2 Each	6,300.00	12,600.00
Flagmen	20 Hour	25.00	500.00
Clearing and Grubbing	50% All Required		1,000.00
Removal of Structures and Obstructions	50% All Required		500.00
Embankment in Place	1,100 Cu. Yd.	7.50	8,250.00
Stone Embankment	50 Cu. Yd.	17.00	850.00
Trench Excavation	147 Cu. Yd.	4.50	661.50
1"-0 Aggregate Base	720 Ton	11.00	7,920.00
Class "B" or "C" Asphalt Concrete Mixture	270 Ton	40.00	10,800.00
12-inch Culvert Pipe	70 Lin. Ft.	6.60	462.00
36-inch Culvert Pipe	80 Lin. Ft.	13.50	1,080.00
Bedding Material	90 Cu. Yd.	16.00	1,440.00
Guard Rail, Type 2A	225 Lin. Ft.	14.00	3,150.00
Guard Rail Anchors, Type 1	4 Each	325.00	1,300.00
Rail End Pieces, Type "C"	4 Each	85.00	340.00
Type 1-5W Fence	290 Lin. Ft.	4.00	1,160.00
16' Single Gates	1 Each	595.00	595.00
Bridge Removal	50% All Required		1,000.00
13' x 12' Structural Plate Pipe	74 Lin. Ft.	210.00	15,540.00
Adjusting Utilities	65% All Required		325.00
			\$ 79,348.50

ANTICIPATED ITEMS

Permanent Pavement Striping	50% All Required	\$ 370.00
Temporary Erosion Control	50% All Required	250.00
Roadside Seeding and Mulching	50% All Required	250.00
		\$ 870.00

SUBTOTAL	\$ 80,218.50
Engineering	10,829.50
TOTAL	\$ 91,048.00

TYPE CODE Y007

STOCKWAY (Sta. 5+50 to Sta. 8+50)

STAVELAND STOCKWAY, BRIDGE NO. 16666

Mobilization	50% All Required		\$ 5,000.00
Temporary Protection and Direction of Traffic	50% All Required		550.00
Temporary Signs	100 Sq. Ft.	13.00	1,300.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	300 Lin. Ft.	6.00	1,800.00
Temporary Bridge Rail	18 Lin. Ft.	25.00	450.00
Temporary Traffic Signal Installation	2 Each	6,300.00	12,600.00
Flagmen	20 Hour	25.00	500.00
Clearing and Grubbing	50% All Required		1,000.00
Removal of Structures and Obstructions	50% All Required		500.00
Embankment in Place	890 Cu. Yd.	7.50	6,675.00
Trench Excavation	92 Cu. Yd.	4.50	414.00
1"-0 Aggregate Base	830 Ton	11.00	9,130.00
Class "B" or "C" Asphalt Concrete Mixture	230 Ton	40.00	9,200.00
36-inch Culvert Pipe	66 Lin. Ft.	13.50	891.00
Bedding Material	55 Cu. Yd.	16.00	880.00
Guard Rail, Type 2A	188 Lin. Ft.	14.00	2,632.00
Guard Rail Anchors, Type 1	4 Each	325.00	1,300.00
Rail End Pieces, Type "C"	4 Each	85.00	340.00
Type 1-5W Fence	287 Lin. Ft.	4.00	1,148.00
16' Single Gates	2 Each	595.00	1,190.00
Loose Riprap, Class 50	6 Cu. Yd.	40.00	240.00
Bridge Removal	50% All Required		1,000.00
6' x 8' Structural Plate Pipe	64 Lin. Ft.	132.25	8,464.00
Adjusting Utilities	35% All Required		175.00
			\$ 67,379.00

ANTICIPATED ITEMS

Permanent Pavement Striping	50% All Required	\$ 370.00
Temporary Erosion Control	50% All Required	250.00
Roadside Seeding & Mulching	50% All Required	250.00

	\$ 820.00
SUBTOTAL	\$ 68,199.00
Engineering	9,206.00
TOTAL	\$ 77,405.00

Length of Project ----- 0.00 mi.

SUMMARY OF FUNDS (88.15%)

<u>DESCRIPTION</u>	<u>TOTAL COST</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>	<u>COUNTY FUNDS</u>
Berry Stockway Str.	\$ 91,048	\$ 80,258	\$ 5,395	\$ 5,395
Staveland Str.	<u>77,405</u>	<u>68,231</u>	<u>4,587</u>	<u>4,587</u>
TOTAL	\$168,453	\$148,489	\$ 9,982	\$ 9,982

Group 1: 100%
Contract No. 9674
Prefix: 510-1919
Prefix: 510-1022

DAR:pf

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORTFOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

Berry Stockway and
Staveland Stockway
Culverts

HIGHWAY FAS-A409

Lower Smith River Road

WEEK ENDING

6-23-84

SECTION PREFIX

510-1022

COUNTY

Douglas

NAME OF JOB

KIND OF WORK

Grading, Paving, and Structure

CONTRACTOR

Johnson Rock Products, Inc.

CONTRACT NUMBER

9674

FEDERAL AID PROJECT NUMBER

RS-A409 (6)

DATE OF CONTRACT

7-20-83

DATE WORK STARTED

8-25-83

ESTIMATED COMPLETION DATE

10-30-83

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

1

SUPERVISION:

1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 99

CALENDAR DAYS USED 105.5

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

106.57%

PROJECT AUTHORIZATION:

\$ 168,510.62

EXCLUSIVE OF ENGINEERING:

\$ 155,148.54

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING:

\$ 154,122.03

ENGINEERING
AUTHORIZATION

\$ 16,000.00

ENGINEERING
COST TO DATE

\$ 25,963.00

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100%

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

99.34%

ESTIMATED PERCENT: ~~XXXXX~~
OVER RUN
UNDERRUN

0.66%

PERCENT OF
AUTHORIZATION

162.3%

DATE PROJECT WAS COMPLETED:

6-18-84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Fencing	
100%		100%	100%			100%	
			GRADING	Agg. Base SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1,990 CY	1,550 ton			500 ton
TOTAL QUANTITIES CORRECTED TO DATE			1,745 CY	1,756 ton			382 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			1,745 CY	1,756 ton			382 ton
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							
EQUIPMENT USED DURING THE WEEK:							

EQUIPMENT USED DURING THE WEEK:

semi-truck, hand tools, seeding and mulching equipment

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Berry 16667	Staveland 16666						
PERCENT	100%	100%						
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY				
SUNDAY 6-17	fair	0						
MONDAY 18	fair	0						
TUESDAY								
WEDNESDAY								
THURSDAY								
FRIDAY								
SATURDAY								

CE ☒ CAE ☒ **RECEIVED** LS ☐ TC ☐
 PROJECT COMPLETED THIS DATE. SA ☐ CC ☐
 CA ☐ JUN 26 1984 FE ☐
 CAN ☐ MA ☐
 CP ☐ CONSTRUCTION QCS ☒
 CEO ☐ SECTION FILE ☐

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 6-17	No activity.
MONDAY 18	Completed all seeding and mulching as directed by Engineer at both sites. PROJECT COMPLETED.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	
REMARKS	
STATUS: Fencing completed on a sporadic basis during the course of the shut down period. No time charged for work completed. All work performed on a force account basis under P.A. #2, Revised. PROJECT COMPLETED ON JUNE 18, 1984.	
SIGNED <u>Robert J. Wilson</u> LOCATION <u>Eugene</u> for ASH Jones, OBEC Constr. Supervisor	
PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES	



STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR (X ACC 5-4)

TO: Gary A. Potter, Manager
Program Section

DATE: February 9, 1984

FROM: V. E. Skoog
Controller *V. E. Skoog*

SUBJECT: Pre-award Evaluation
OBEC Consulting Engineers
Berry Stockway & Staveland Stockway Bridges
RS-A409(4)

Your memo dated January 11, 1984 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the supplemental engineering proposal submitted by OBEC to Douglas County increasing the contract from \$16,000.00 to approximately \$22,000.00.

We have evaluated the attached supplemental agreement and related documents and concluded that additional costs are reasonable, allocable, and allowable for reimbursement purposes.

Accordingly, we recommend approval of this supplemental agreement.

KJ:c1

PROGRAM SECTION
MANAGER *GP* PROJECT UNIT *CS*

MAN. ASSIST. _____ PROGRAM UNIT _____

REFER TO *ELM*

FOR *Letter to Scott for approval*
Not required on supplemental proposals

January 30, 1984

COM

Johnson Rock Products, Inc.
P.O. Box 548
North Bend, OR 97459

Time Extension Request
Berry Stockway & Staveland
Stockway Culvert
Contract No. 9674
FAP No. RS-A409(6)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional nine calendar days is granted due to the performance of extra work (fencing). The adjusted contract time for completion of this project is 99 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
F. D. Morrison w/att.
John Quiner, II w/att.
Bob Church



STATE OF OREGON

INTEROFFICE MEMO

TO: J. X. Wilson, Region Construction Engineer

DATE: December 23, 1983

FROM: *F. D. Morrison*
F. D. Morrison, Project ManagerSUBJECT: Contractors Request for Adjustment of Contract Time
Berry and Staveland Stockways
OBEC Project No. 8-78
Contract No. 9674

After discussing this with OBEC Engineering, I agree with the Consultants recommendations.

The Property Owner had requested in kind Fence but the County did not advise the Consultants until late in the Project.

Based on OBEC's time needed to get the Fence installed, I recommend the Contractor be granted 9 Calendar days.

CF	RECEIVED	CH
CAR		CA
FOE	DEC 30 1983	LS
OCS		TC
SCS	CONSTRUCTION	FE
EQO	SECTION	CP

12-29-83

cc: O.B. Jackmond - I concur that 9 calendar days be granted.

J. X. W.

1-3-84

W. E. Schwartz -

I concur with Region and Project Mgr. and recommend a time extension of 9 C.D. due to extra work.

*O. B. Jackmond*ROSEBURG REGION
RECEIVED

DEC 28 1983

RE	GE	RUS	RDS	FAS
RTS	ATS	TI	RSR	HPR
RLE	GEO	RBI	SEC	AA



CONSULTING ENGINEERS

December 23, 1983

Mr. Ken Erickson, County Engineer
Douglas County Department of Public Works
Room 219, Courthouse
Roseburg, Oregon 97470

Re: Berry & Staveland Stockways Project
OBEC Project No. 8-66

Enclosed is our request for additional construction engineering monies on this project.

Current status of the project is that all work is complete except for the fencing to be put in at Berry Stockway. The job was shut down November 18 because ground conditions precluded setting the fence posts. Less than \$1,000 of work remains to be done and engineering or inspection will no longer be charged to the project.

Current labor costs are	\$11,303.85
Overhead allowance @ 97.27%	10,995.26
Expenses & Travel	<u>1,614.86</u>
	\$23,913.97
Fixed Fee	<u>1,830.00</u>
	\$25,743.97

Our not-to-exceed figure was \$16,000, and we are asking for an increase to the maximum participating amount of \$22,009 -- 15% of the construction costs of \$146,727.

By way of explanation, with every job that has had Johnson Rock Products as the grading subcontract -- namely, Eslick-Noel, Hudson, Otter, etc. -- we have had general overruns in engineering.

On this project it took 9 days to place 380 tons of AC paving on both structures. The job should have taken 2 days, but we must provide weighmen and inspectors. The same holds true on every operation from dirt fills to rocking; continuous under-utilization of equipment and production.

The contract was awarded in late July with time starting August 1. He essentially completed work November 18 after starting on August 30 -- 2 1/2 months for what we considered to be a 6 week maximum job.

8.37

Mr. Ken Erickson, County Engineer
Berry & Staveland Stockways Project

December 23, 1983
Page 2

As it now stands, if the increase in authorization is approved, we will lose \$1,900 in actual costs plus all the fixed fee of \$1,830, or \$3,730 total. To date we have billed and been paid for \$14,371.

We ask you concurrence in the increase to \$22,000 and further consideration of the County for 100% funding of the \$1,914 cost overrun and fixed fee of \$1,830.

Very truly yours,

W. A. Palmateer

WAP:ps
Enclosures

8.38

ORIGINAL

510-1918

510-1923

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION			D.O. VOUCHER NO.		
FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117			STATE VOUCHER NO.		
Appropriation:			DATE		
The United States, Dr., TO <u>Treasurer of the State of Oregon</u>			FHWA SCHEDULE NO.		
Address <u>Capitol Bldg. - Salem, OR 97310</u>			PAID BY		
STATE <u>Oregon</u>		FEDERAL AID PROJECT NO. <u>RS-A409(4)</u>			
PROGRAM APPROVED		VOUCHER PERIOD From: <u>1-11-83</u> To: <u>6-8-83</u>			
FINANCIAL DATA					
TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
\$1,227.06	\$1,227.06	88.15%	\$1,081.65	\$1,081.65	\$ 0.00
~~2,607.26~~	2,607.26	88.15%	2,298.30	2,298.30	0.00
~~2,515.41~~	2,515.41	88.15%	2,217.33	2,217.33	0.00
~~730.21~~	730.21	88.15%	643.68	643.68	0.00
\$7,079.94	\$7,079.94	88.15%	\$6,240.96	\$6,240.96	\$ 0.00
<i>The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.</i>					
SIGN <u>Oregon</u> State Highway Agency ORIGINAL ONLY By <u>Controller</u> Authorized Officer Date <u>12/8/83</u>					
I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.					
Amount submitted \$ <u>0.00</u>					
Adjustments \$ _____					
Amount Approved \$ _____					
SIGN ORIGINAL COPY Signature of Authorized FHWA Representative Date _____					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATION (Payee must not use this column)
	<u>Smith River Road (4) Bridge Section</u> <u>County Road in Douglas County</u>					
	<u>Preliminary Engineering</u>					
	<u>Type Code P.E.</u>					
	State (510-1918)	All Required			\$2,535.79	
	State (510-1919)	All Required			2,346.05	
	State (510-1920)	All Required			1,227.06	
	State (510-1923)	All Required			664.95	
	Total Participating Preliminary Engineering				\$6,773.85	
	<u>Misc. Project Cost (Pre-Award Evaluation)</u>					
	State (510-1918)	All Required			\$ 71.47	
	State (510-1919)	All Required			169.36	
	State (510-1923)	All Required			65.26	
	Total Participating Misc. Project Cost				\$ 306.09	
	Total Participating Project Cost				\$7,079.94	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/17/83.					
AMOUNT CARRIED FORWARD						

802		OREGON STATE HIGHWAY DEPARTMENT				12/29/83		PAGE 63	
075 BILLING NUMBER 23		FHWA BILLING VOUCHER							
PREFIX	GRP	FED AID PROJ	AGREEMENT	TOTAL COSTS	PARTIC.	% OF	FEDERAL	AMOUNT	ADJUSTMENT
FL			AMOUNT	TO DATE	AMOUNT	PARTIC.	SHARE	CLAIMED	AND CODE
THIS VOUCHER									
508-1925	1#	RS	-A301-001	42,169.29	49,602.33	85.77	42,169.29	42,169.29	
508-2505	1#	RS	-A301-002	29,162.93	33,072.05	98.18	29,162.93	29,162.93	
508-1063	1#	RS	-A301-003	290,715.26	329,989.82	88.18	290,715.26	290,715.26	
517-1903	1#	RS	-A323-001	906,967.67	1034,579.69	88.15	906,967.67	906,967.67	
517-1910	1#	RS	-A323-001	50,170.13	58,680.83	85.80	50,170.13	50,170.13	
517-2513	1#	RS	-A323-001	957,137.80	1,094,432.97	85.80	957,137.80	957,137.80	
PROJ TOTALS				1087,364.67					
517-1019	1	RS	-A338-001	174,539.00	19.06	88.15	16.80	16.80	
517-1937	1	RS	-A338-001	18,604.00	17,076.01	88.18	14,977.84	14,977.84	
PROJ TOTALS				193,143.00	17,095.07		14,994.64	14,994.64	
515-1908	1	RS	-A363-001	20,714.00	100.76	88.15	88.82	88.82	
515-1967	1#	RS	-A368-001	35,547.71	40,407.69	88.18	35,547.71	35,547.71	
315-2524	1#	RS	-A368-002	31,964.96	36,249.67	88.12	31,964.96	31,964.96	
515-1025	1#	RS	-A368-003	367,112.76	426,612.19	88.18	367,248.40	367,112.76	177.64 B
515-1025	85	RS	-A368-003	50,578.69	57,399.59	88.12	50,595.21	50,578.69	16.52 B
PROJ TOTALS				417,691.45	473,850.77		417,841.61	417,691.45	150.16
510-1025	1	RS	-A390-001	464,942.00	422,776.64	88.15	372,591.81	297,269.59	75,322.22
510-1917	1	RS	-A390-001	4,230.00	3,292.14	88.15	2,902.02	2,902.02	
PROJ TOTALS				469,172.00	426,068.78		375,493.83	300,171.61	75,322.22
510-1918	1	RS	-A409-004	2,298.30	2,607.26	88.15	2,298.30	2,298.30	
510-1919	1#	RS	-A409-004	2,217.33	2,515.41	88.15	2,217.33	2,217.33	
510-1920	1#	RS	-A409-004	1,021.65	1,227.06	88.15	1,021.65	1,021.65	
510-1923	1#	RS	-A409-004	643.68	730.21	88.15	643.68	643.68	
PROJ TOTALS				8,290.96	7,079.94		6,243.96	5,240.96	
510-1024	1	RS	-A409-005	306,718.00	312,009.00	88.15	280,310.24	279,372.33	937.92
510-1022	1	RS	-A409-006	148,489.00	146,936.69	88.15	129,519.36	129,328.96	190.40
506-1979	1	RS	-A426-001	14,544.00	15,922.58	88.15	13,296.46	13,296.46	
506-1024	1	PS	-A426-002	147,060.00	81,193.42	88.15	71,572.00	71,568.74	3.26
506-1977	1	RS	-A432-001	18,150.00	6,008.53	88.15	5,296.52	4,036.72	1,260.20
520-1029	1#	PS	-A462-001	1022,273.68	1160,186.54	88.18	1022,873.68	1022,873.68	

CON 5

DATE: September 13, 1983
TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
RS-A409(6)

Contract 9674, Work Started August 30, 1983
Project Berry Stockway & Staveland
Stockway Culvert
Highway FAS A409 (Lower Smith River Rd.)
County Douglas

RDC:mk

cc: R. D. Church

August 16, 1983

Johnson Rock Products, Inc.
Box 548
North Bend, OR 97459

CON 5
#9674

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9674 for work on the Berry Stockway and Staveland Stockway Culvert Sections of Lower Smith River Road in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gornsen
COMMISSION SERVICES

dc
Encl.

cc: Safeco Insurance Company of America
4101 S.W. Kruse Wpy
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
F. D. Morrison



P. O. BOX 548, NORTH BEND, OREGON 97459

503 756 5158

July 1, 1983

Mr. Robert Gormsen
Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

RE: Berry Stockway and Staveland Stockway culvert #9674

In accordance with 49CFR 23, we are pleased to subcontract the following bid items to J and J Fencing, Inc.:

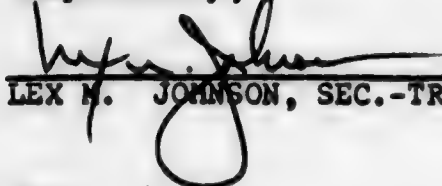
<u>Item No.</u>	<u>Item</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Total</u>
7	Flagmen	40 Hrs.	\$15.00	\$ 600.00
21	Fence "I-5W"	577 L.F.	7.50	4327.50
22	16 Ft. Gates	3 Ea.	400.00	1200.00

Total: \$6,127.50

All bid items listed above are complete. All equipment, labor and materials required will be handled entirely by the afore mentioned subcontractor. J and J Fencing is a certified woman - owned and MBE corporation. Their subcontracts comprise 4.2% of the contract total.

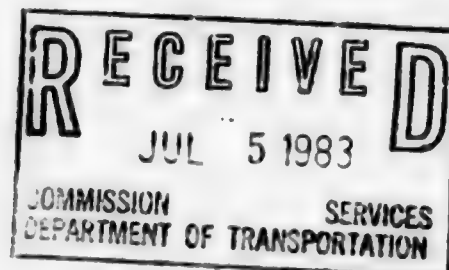
Kirk L. Johnson is our EEO officer in charge of administering the intent of 49CFR 23.

Respectfully,


LEX M. JOHNSON, SEC.-TREAS.

Encl: (1)

LMJ/rr



J & J Fencing, Inc.

694 N. 34th Street
Springfield, Oregon 97477

(503) 746-6227

Frances J. Conkle, President
James M. Conkle, Gen. Manager

PROJECT NAME Berry Stockway

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
-------------	------	------	----------	------------	-------

#7	Flagmen	hour	40	\$15.00	\$ 600.00
----	---------	------	----	---------	-----------

#18	Guard Rail "2A"	Lin Ft	413	\$12.50	~~\$5,162.50~~
-----	-----------------	--------	-----	---------	-----------------------

#19	Anchors "1"	Ea	8	\$325.00	~~\$2,600.00~~
-----	-------------	----	---	----------	-----------------------

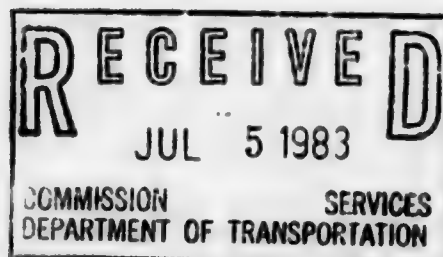
#20	End Pieces "0"	Ea	8	\$90.00	~~\$ 720.00~~
-----	----------------	----	---	---------	----------------------

#21	Fence "I-5W"	Lin Ft	577	\$ 7.50	\$4,327.50
-----	--------------	--------	-----	---------	------------

#22	16 Ft Gates	Ea	3	\$400.00	\$1,200.00
-----	-------------	----	---	----------	------------

TOTAL: ~~\$14,610.00~~
\$6127.50

\$6127.50



Specializing in Security

Chain Link • Field Fencing • Ornamental Iron • Wood

County Board
of Commissioners
Circuit Court
Room 100
Humboldt, OR 97301

Attn: Mr. Kenneth Peterson
Director of Public Works
Room 100
Humboldt, OR 97301

Gentlemen:

On June 30, 1983 the Highway Division received a satisfactory bid from Johnson Rock Productions, Inc., P.O. Box 548, North Bend, OR 97459 for Berry Stockway and the Steverland Stockman Culverts Section on Lower Smith River Road FAS-A409. This is an FAS-C Project No. RS-A409. Based upon the contractor's bid the County's advance deposit

Contractor's Bid	\$447,727.50
Pavement Striping	\$740.00
Erosion Control	\$300.00
Seeding and Mulch	\$300.00
4% Contingencies	\$17,881.04
5% Engineering	\$22,351.08
Estimated Construction Cost	\$496,510.62
Est. P.E. Cost	\$6,000.00
Total Project Cost	\$502,510.62

County's share of Project Cost is 25% of \$502,510.62 = \$125,627.65

By rounding the County's advance deposit to be \$100,500.00

We will leave the cost out when we receive your advance deposit, which should be in this office no later than July 1, 1983.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours

Gary A. Potter, Manager
Program Section

nr:pt

Attachment

bcc W/AD # 83-43: Jack Ayres, Region 3

Vern Skoog - Please return completed AD #83-43 when advance deposit is received.

Rec'd
7-20-83
Informed
Harry
+ Jack Ayres



STATE OF OREGON
ROAD DESIGN SECTION

INTE OFFICE MEMO
DES 22

TO: MEMO TO THE FILE
FROM: *Steve Macnab*
Steve Macnab
Specifications Engineer
SUBJECT: Consultant Specifications

DATE: June 3, 1983
Vertical: ☒
Index: ☒ REC
Adm: ☐
Spec: ☐
Design: ☐
Construction: ☐
Maintenance: ☐
Training: ☐
Public: ☐
Safety: ☐
Other: ☐

The June 30 bid opening has several consultant projects on it.
Included are:

- | | |
|-------------------------------------|---------------|
| 1. Berry and Staveland Stockways | OBEC |
| 2. Noel and Eslick Creek Bridges | OBEC |
| 3. McKenzie River (Armitage) Bridge | OBEC |
| 4. Yaquina River (Chitwood) Bridge | CH2M-Hill |
| 5. Croisan Creek Culvert | City of Salem |

In each case, the Specifications Unit is to put the projects together into our contract format and advertise them. However, the bid opening dates were, for the most part, requested by the consultants when they submitted the projects to the Region offices.

These dates were requested on the assumption that the project material as submitted by the consultant was in final format. In terms of the specifications, this was not always the case.

It appears that our practice has been to take the consultant's "rough" specifications and rewrite them. This practice requires manpower which we cannot always spare and shifts the responsibility for accurate PS&E documents from the consultant to the State.

I am not sure what our responsibility is for producing finished contract documents for the consultants but I do object to redoing their work and correcting their errors, especially when it requires one to two weeks of a spec writer's time. The consultant is being paid to produce final PS&E documents. The specification that we receive should be ready to put in final book form. The Estimate, Summary and Proposal items should all check and be ready to print. Permits and right-of-way should be clear and certified.

Unfortunately, none of the projects scheduled for June 30 were in such a state of completeness. If I had had my choice, I would have shipped them back and rescheduled them for late July or August. We didn't have that choice. Instead, we wasted our time trying to put these jobs together. I personally spent almost half a week on the

Frank Miller ✓

6-7-83

I thought you would be interested in reading this memo even though there are only problems mentioned and no solutions. (H)

RECEIVED TECHNICAL SERVICES	JUL 5 '83	REFER TO <i>[Signature]</i>	FOR	File	☐
				Act	☐
				Sign	☐
				O/R	☐
				R/D	☐
				Inves	☐
				Info	☐

MEMO TO THE FILE
June 3, 1983
Page 2

phone, trying to get needed material and answers out of the consultants. This did not count the time spent by the spec writers trying to get answers.

In the case of the Croisan Creek Culvert, the City of Salem hadn't even applied for a Division of State Lands Removal/Fill Permit. On all of OBEC's jobs, they were feeding us bits and pieces of items that we needed to incorporate into the final specs and, in most of those cases, we had to ask for the information. As of Friday, May 27, we didn't even have estimates on the four structures in Douglas County because OBEC was still working on them.

I will be amazed if all of these jobs are ready for the June 30 bid opening. If they aren't, it won't be because we didn't try.

If there is a move afoot in the private sector to get a bigger slice of the preliminary engineering pie, then we need to fine-tune how we handle their products. It appears to me that there is no time saved in the Specifications Unit by having consultants develop the specifications.

We need to explore what we require of them and what we are really required to do in order to contract their work. Writing the Special Provisions for them is not the answer.

SHM:ja

cc J. H. Versteeg

U. S. DEPARTMENT OF TRANSPORT FEDERAL HIGHWAY ADMINISTRATION		ON ION		1. FEDERAL-AID PROJECT NO. RS-A409(6)	
LETTER OF APPROVAL AND/OR AUTHORIZATION				2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division			4. PROGRAM NO.		2A. COUNTY NAME Douglas
			5. ITEM NO. 30036		
6. TO Mr. H. S. Coulter - State Highway Engineer - State of Oregon Salem, Oregon					
7. DATE AUTHORIZATION EFFECTIVE 6/8/83		8. FEDERAL ROUTE NUMBER Secondary A409		9. STATE ROUTE NUMBER County Road	
10. GENERAL LOCATION: Berry Stockway and Staveland Stockway Culvert Sections					
11. GENERAL DESCRIPTION OF WORK Culverts					
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW					
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☐ OTHER (Specify)					
13. REMARKS As requested in Mr. Potter's letter of 6/6/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of \$179,669 Federal Funds \$158,378 in accordance with the approved Certification Acceptance Plan. If you subsequently find that the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. I accept the certifications of Mr. Rod Henry date 5/31/83 that provisions of FHPM 7-5-1 have been complied with.					
14. DATE 6/8/83		15. SIGNATURE OF APPROVING OFFICIAL <i>G. K. Hansen</i>		16. TITLE for Division Administrator	

RECEIVED STATE HWY ENGR					
JUN 14 '83					
REFER TO <i>W. H. Potter</i>					
FOR					
Info	Inves	R/D	D/R	Sign	Act
File					

J

Proj Length (Work Areas) 0.12 Miles

Completion Time 90 calendar days

Est. Comp. Date 10-29-83

Letting Date JUNE 30, 1933

Project No. RS-1709 (6)

ESTIMATED CONSTRUCTION AUTHORIZATION

Date: 6-2-83

Subtract Amount \$ 156,559

7422

500-

500⁰⁰

-\$ 1740

Subtotal \$ 158,299 ✓

Contingencies (4-1/2%) 7,123 46

Engineering (A, 9, 13%) Subtotal \$ 14,246.91

Credit for _____

Estimated Net Authorization, Construction \$ 179,669 ³⁷/₁₀₀

APPROVED Total Project Cost \$ 181,169.37

County's share of Costs 6% of 181,169.73 = 10,870.

Road Design Engineer By rounding, the county advance will be \$11,000



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: May 24, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30036
Project No. RS-A409(6) ✓
Berry Stockway & Staveland Stockway Culvert Sec.
Douglas County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 30, 1983 and may request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145.

DRH:bks

Attachments

cc: James J. Gix (Region 3)
General Files

H. Reynoldson w/att.

MONTHLY TRANSACTION NO.

FORM PB-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

DATE SUBMITTED TO W.O.

(PPM 21-1)

CARD 2	REPORT NUMBER (110)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 10.1 mi. NE of Gardiner, NE 2.3 mi.	PRESENT ADT 450 80 DHV	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Culverts	NATL. FOREST 02 (02)	HAZ. AREA 00	EMERG. YR. (170)(171)	PL. AUTH. YR. (172)	PREFIX LETTER(S) RS-	PROJECT NUMBER NUMBER A409	SEQ. NO. (6)
CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	NAME OF URBAN AREA ---	COUNTY NAME Douglas	ROUTE NO. R A 409	FEDERAL-AID A 409	STATE Co. Rd.	U.S. (100)(107)	U.S. (110)(114)

CARD	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
1	11401	116	41	43	45	47	49	51	53	55	57	59	61	63	65	67	69	71	73	75	77	79	81	83	85	87	89	91	93	95	97	99	101	103	105	107	109	111	113	115	117	119	121	123	125	127	129	131	133	135	137	139	141	143	145	147	149	151	153	155	157	159	161	163	165	167	169	171	173	175	177	179	181	183	185	187	189	191	193	195	197	199	201	203	205	207	209	211	213	215	217	219	221	223	225	227	229	231	233	235	237	239	241	243	245	247	249	251	253	255	257	259	261	263	265	267	269	271	273	275	277	279	281	283	285	287	289	291	293	295	297	299	301	303	305	307	309	311	313	315	317	319	321	323	325	327	329	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	363	365	367	369	371	373	375	377	379	381	383	385	387	389	391	393	395	397	399	401	403	405	407	409	411	413	415	417	419	421	423	425	427	429	431	433	435	437	439	441	443	445	447	449	451	453	455	457	459	461	463	465	467	469	471	473	475	477	479	481	483	485	487	489	491	493	495	497	499	501	503	505	507	509	511	513	515	517	519	521	523	525	527	529	531	533	535	537	539	541	543	545	547	549	551	553	555	557	559	561	563	565	567	569	571	573	575	577	579	581	583	585	587	589	591	593	595	597	599	601	603	605	607	609	611	613	615	617	619	621	623	625	627	629	631	633	635	637	639	641	643	645	647	649	651	653	655	657	659	661	663	665	667	669	671	673	675	677	679	681	683	685	687	689	691	693	695	697	699	701	703	705	707	709	711	713	715	717	719	721	723	725	727	729	731	733	735	737	739	741	743	745	747	749	751	753	755	757	759	761	763	765	767	769	771	773	775	777	779	781	783	785	787	789	791	793	795	797	799	801	803	805	807	809	811	813	815	817	819	821	823	825	827	829	831	833	835	837	839	841	843	845	847	849	851	853	855	857	859	861	863	865	867	869	871	873	875	877	879	881	883	885	887	889	891	893	895	897	899	901	903	905	907	909	911	913	915	917	919	921	923	925	927	929	931	933	935	937	939	941	943	945	947	949	951	953	955	957	959	961	963	965	967	969	971	9																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-over

Berry Stockway & Staveland Stockway Culvert Section

Remarks continued:

Project Data: Work under this project consists of 1) construct 13 ft. x 12 ft. structural plate underpass structure and roadway with crushed rock base and ACWS in underpass (Berry Stockway); 2) construct 6 ft. x 8 ft. structural plate underpass structure and ACWS in underpass (Staveland Stockway); 3) install 36-inch culverts at both locations; 4) construct replacement roadway requiring grade, drain and H-T pave to provide two 12-ft. travel lanes with 3-ft. shoulders; 5) install guardrail as specified; 6) utility adjustments as required and incidental work common to this type of project.

Maintenance and Accommodation of Utilities: State-County agreement Nos. 7784 & 7785 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively.

Note: This project is in Congressional District No. 4.

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

PAGE 932

MAY 1983

GRAND TOTAL
TO DATEFISCAL
YEAR TO DATE

PREFIX FUNCTION SUB F. GR CURRENT MONTH

DESCRIPTION

CONT NO	FA PROJ NOS RS	AY09004 100	371.67CR	466.94CR	466.94CR
BERRY STOCKWAY(SMITH R RD)	1919	00 N 9	371.67	466.94	466.94
510	296	00 N 9	371.67	466.94	466.94
510	298	00 N 9	168.18	168.18	168.18
510	905	00 P 1		169.36	169.36
510	915	00 P 1		5.88	5.88
510	918	00 P 1		102.20	102.20
510	920	00 P 1	112.48	112.48	112.48
510	933	00 P 1	280.66	558.10	558.10
510	TOT	P1	280.66	558.10	558.10
	** JOB TOTALS **		**	**	**

CONT NO	FA PROJ NOS RS	AY09004 100	412.48CR	507.75CR	507.75CR
STAVELAND STOCKWAY	1920	00 N 9	412.48	507.75	507.75
510	296	00 N 9	412.48	507.75	507.75
510	298	00 N 9	383.84	383.84	383.84
510	905	00 P 1		5.88	5.88
510	918	00 P 1		102.20	102.20
510	920	00 P 1	84.09	84.09	84.09
510	933	00 P 1	467.93	576.01	576.01
510	TOT	P1	467.93	576.01	576.01
	** JOB TOTALS **		**	**	**

CONT NO	FA PROJ NOS RS	AY09004 100	406.01CR	501.28CR	501.28CR
ESLICK CR(SMITH R RD)BR	1923	00 N 9	406.01	501.28	501.28
510	296	00 N 9	406.01	501.28	501.28
510	298	00 N 9	291.96	323.55	323.55
510	905	00 P 1		65.26	65.26
510	915	00 P 1		5.88	5.88
510	918	00 P 1		102.20	102.20
510	920	00 P 1	111.92	111.92	111.92
510	933	00 P 1	403.88	608.81	608.81
510	TOT	P1	403.88	608.81	608.81
	** JOB TOTALS **		**	**	**

CONT NO	FA PROJ NOS RS	AY09002 100	1,144.36CR	29,539.38CR	29,539.38CR
HUDSON SLOUGH BRIDGE	1993	00 N 9	1,144.36	29,539.38	29,539.38
510	296	00 N 9	1,144.36	29,539.38	29,539.38
510	297	00 N 9		23,539.38	23,539.38
510	298	00 N 9		318.78	318.78
510	901	00 P 1		23,000.00	23,000.00
510	904	00 P 1		376.03	376.03
510	905	00 P 1	7.50	204.24	204.24
510	907	00 P 1		136.39	136.39
510	910	00 P 1		17.23	17.23
510	914	00 P 1	21.13CR	228.82	228.82
510	920	00 P 1		1,716.66	1,716.66
510	921	00 P 1		20.60	20.60
510	922	00 P 1			

NOEL CREEK(SMITH R RD) BR	CONT NO	FA PROJ NOS RS	409004 100	STATE
510 1917	933	00 P 1	193.08	193.08
510 1917	937	00 P 1	20.99	297.24
	TOT	P1	1,200.70	1,598.56
	** JOB TOTALS **		1,200.70 **	1,598.56 **
	FA PROJ NOS RS	409004 100		
510 1918	296	00 N 9	126.27CR	272.60CR
510 1918	298	00 N 9	126.27	272.60
510 1918	915	00 P 1		71.47
510 1918	918	00 P 1		5.88
510 1918	920	00 P 1	140.31	102.20
510 1918	933	00 P 1		140.31
510 1918	937	00 P 1		57.92
	TOT	P1	140.31	377.78
	** JOB TOTALS **		140.31 **	377.78 **

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
					MAY 1983		PAGE 932

BERRY STOCKWAY(SMITH R RD)	CONT NO	FA PROJ NOS RS	409004 100	STATE
510 1919	296	00 N 9	371.67CR	466.94CR
510 1919	298	00 N 9	371.67	466.94
510 1919	905	00 P 1	168.18	168.18
510 1919	915	00 P 1		169.36
510 1919	918	00 P 1		5.88
510 1919	920	00 P 1	112.48	102.20
510 1919	933	00 P 1	280.66	112.48
	TOT	P1	280.66	558.10
	** JOB TOTALS **		280.66 **	558.10 **

STAVELAND STOCKWAY	CONT NO	FA PROJ NOS RS	409004 100	STATE
510 1920	296	00 N 9	412.48CR	507.75CR
510 1920	298	00 N 9	412.48	507.75
510 1920	905	00 P 1	383.84	383.84
510 1920	918	00 P 1		5.88
510 1920	920	00 P 1	84.09	102.20
510 1920	933	00 P 1	467.93	84.09
	TOT	P1	467.93	576.01
	** JOB TOTALS **		467.93 **	576.01 **

ESLICK CR(SMITH R RD)BR	CONT NO	FA PROJ NOS RS	409004 100	STATE
510 1923	296	00 N 9	406.01CR	501.28CR
510 1923	298	00 N 9	406.01	501.28
510 1923	905	00 P 1	291.96	323.55
510 1923	918	00 P 1		65.26
510 1923	920	00 P 1		5.88
	TOT	P1		102.20
	** JOB TOTALS **			102.20

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

PAGE 932

MAY 1983

DESCRIPTION

PREFIX FUNCTION SUB F. GR CURRENT MONTH

GRAND TOTAL
TO DATE

		FISCAL YEAR TO DATE		STATE	
BERRY STOCKWAY(SMITH R RD)	CONT NO	FA PROJ NOS RS	A409004 100	466.94CR	466.94CR
	510	1919	296	466.94	466.94
	510	1919	298	168.18	168.18
	510	1919	905	169.36	169.36
	510	1919	915	5.88	5.88
	510	1919	918	102.20	102.20
	510	1919	920	112.48	112.48
	510	1919	933	558.10	558.10
	510	1919	TOT	558.10	558.10
	510	1919	** JOB TOTALS **	558.10	558.10
STAVELAND STOCKWAY	CONT NO	FA PROJ NOS RS	A409004 100	507.75CR	507.75CR
	510	1920	296	507.75	507.75
	510	1920	298	383.84	383.84
	510	1920	905	5.88	5.88
	510	1920	918	102.20	102.20
	510	1920	920	84.09	84.09
	510	1920	933	576.01	576.01
	510	1920	TOT	576.01	576.01
	510	1920	** JOB TOTALS **	576.01	576.01
	510	1920	** JOB TOTALS **	576.01	576.01
ESLICK CR(SMITH R RD)BR	CONT NO	FA PROJ NOS RS	A409004 100	501.28CR	501.28CR
	510	1923	296	501.28	501.28
	510	1923	298	323.55	323.55
	510	1923	905	65.26	65.26
	510	1923	915	5.88	5.88
	510	1923	918	102.20	102.20
	510	1923	920	111.92	111.92
	510	1923	933	608.81	608.81
	510	1923	TOT	608.81	608.81
	510	1923	** JOB TOTALS **	608.81	608.81
HUDSON SLOUGH BRIDGE	CONT NO	FA PROJ NOS BR	A409002 100	29,539.38CR	29,539.38CR
	510	1993	296	6,000.00	6,000.00
	510	1993	297	23,539.38	23,539.38
	510	1993	298	1,144.36	1,144.36
	510	1993	901	55.91CR	55.91CR
	510	1993	904	7.50	7.50
	510	1993	905	21.13CR	21.13CR
	510	1993	907	17.23	17.23
	510	1993	910	228.82	228.82
	510	1993	914	1,716.66	1,716.66

120 DOJ Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A409 (4) Prefix 510-1920

Project Name Staveland Stockway (Smith River Road) Bridge

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

- ☐ 1. All construction can be accomplished completed within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

- ☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

- ☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

- ☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

- ☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Roseburg, Oregon, this 6th day of May, 1983.

Certified By:

Dennis M. Bates
Regional Right-of-Way Supervisor

Date 5-11-83

Instructions: Complete A or B and C

County of Douglas

Bill Hearn
County Judge/Chairman

James H. Hearn
Commissioner

7674

5

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Berry Stockway and Staveland Stockway Culvert Sections Date May 3, 1983
Highway: FAS A409, Lower Smith River Road Ten Year Traffic Coefficient 7.8
County: Douglas 18 kip EAL's per day 82
Prefix: 510-1919 and 510-1920 R Value 12
Project Manager: _____ Frost Penetration ---
CBE Total Requirement 24.5"

STRUCTURAL SECTION
NEW WORK

<u>ACTUAL THICKNESS</u>	<u>COMPONENT</u>	<u>CREDIT</u>
4.0"	A.C. Wearing Surface & Base	8.0"
<u>16.0"</u>	Aggregate Base	<u>16.0"</u>
20.0"		24.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.8"	Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5"	Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist

HIGHWAY DIVISION

V. E. Skoog
Highway Controller

April 20, 1983

Gary A. Potter, Manager
Program Section

Project No. RS-A409(4)
Berry & Staveland Stockway Bridges
Douglas County & OBEC

Your memo of April 8, 1983 (copy attached) suggests various revisions to the construction engineering Consultant Agreement for subject project.

We have incorporated the revised Exhibit A, pages 1 and 2 as suggested.

We have not incorporated the suggested arithmetical changes because:

- 1) The agreement is prepared on an "actual cost plus net fee" basis, which requires that each item be audited for actual cost upon completion of the project.
- 2) The effective arithmetical revisions would lower the estimated cost by only \$56 and would not change the "not to Exceed" amount of \$16,000.

This memo is documentation of the fact that we have concurred in the agreement with slight discrepancies in the arithmetical computations.

MCH:pf
Attachment

cc: Jack Ayres, Region 3
James, Gosson, Douglas Co. Engineer
W. A. Palmateer, OBEC Consulting Engineers



STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR

TO: D. E. Swan
Acting Program Section Manager

DATE: April 8, 1983

FROM: V. E. Skoog
Controller *[Signature]*

SUBJECT: Pre-Award Evaluation
OBEC Consulting Engineers
Berry Stockway & Staveland Stockway Bridges
RS-A409(4)

Your memo dated March 16, 1983, requested that we perform a pre-award evaluation on the proposal submitted by OBEC, as required by federal and state procurement procedures.

It should be noted that, Mr. Palmateer of OBEC submitted revised copies of Exhibit A, pages 1 and 2. The actual overhead rate averaged over the past two years is 98.19%. According to the revised Exhibit A the following corrections have been noted:

Exhibit A (page 3 of 3)	-from .9911 to .9819
	-from \$6,070 to \$6,014
	-from \$12,195 to \$12,139
	-from \$15,950 to \$15,894
Agreement (page 3)	-from .9911 to .9819
	-from \$6,070 to \$6,014
	-from \$1,915 to \$1,925

We recommend approval of this agreement contingent upon the incorporation of the revised Exhibit A and these changes.

*	99.11% YE 5/31/81
	97.27% YE 5/31/82
	196.38% Total
	+ 2 years
	98.19% Average

KJ:c1
Attachments

4-19-83

Approved:

Distributed 4-20-83.

Mainor

Project No. RS-A409 (4)

Berry & Staveland Stockway Bridges

Smith River Road

Douglas County & OBEC

The attached consultant agreement has been subjected to the required pre-award audit evaluation and the revised copies of Exhibit A, pages 1 and 2 have been incorporated. The suggested numerical revisions have not been incorporated because each item is subject to audit on an actual cost basis upon completion the project. The suggested arithmetical changes result in lowering the estimate by a total of \$56, which does not affect the "Not to Exceed" amount of \$16,000. I recommend approval with the Exhibit A, pages 1 and 2, as revised.

Please sign all three copies and return to me for distribution.

This agreement does not require prior approval by FHWA under our approved "Certification Acceptance" procedures.

Mainor



STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR

TO: D. E. Swan
Acting Program Section Manager

FROM: V. E. Skoog *V. E. Skoog*
Controller

SUBJECT: Pre-Award Evaluation
OBEC Consulting Engineers
Berry Stockway & Staveland Stockway Bridges
RS-A409(4)

DATE: April 8, 1983

Your memo dated March 16, 1983, requested that we perform a pre-award evaluation on the proposal submitted by OBEC, as required by federal and state procurement procedures.

It should be noted that, Mr. Palmateer of OBEC submitted revised copies of Exhibit A, pages 1 and 2. The actual overhead rate averaged over the past two years is 98.19%*. According to the revised Exhibit A the following corrections have been noted:

Exhibit A (page 3 of 3)-from .9911 to .9819
-from \$6,070 to \$6,014
-from \$12,195 to \$12,139
-from \$15,950 to \$15,894

Agreement (page 3)
-from .9911 to .9819
-from \$6,070 to \$6,014
-from \$1,915 to \$1,925

We recommend approval of this agreement contingent upon the incorporation of the revised Exhibit A and these changes.

* 99.11% YE 5/31/81
97.27% YE 5/31/82
196.38% Total
÷ 2 years
98.19% Average

KJ:c1
Attachments

Highway Division

non

V. L. Skoog
Highway Controller

March 10, 1963

D. L. Swan
Acting Program Section Manager

MISC. CONTRACTS and
AGREEMENTS No. 9418

Project No. KS-A402(-)
Berry Stockway & Staveland Stockway Bridges
Smith River Road
Douglas County & OBEC

Attached for your consideration is a proposed consultant agreement for construction engineering services to be furnished to Douglas County by OBEC Consulting Engineers for subject bridges.

Please conduct the required pre-award audit evaluation and return one copy of the agreement with your report.

non:pt
Attachment

cc: Jack Ayres, Region 3

120 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RSA-409 (4) Prefix 510-1919

Project Name Berry Stockway Bridge

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

- ☐ 1. All construction can be accomplished completed within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

- ☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.
- ☒ a. There has been no displacement of persons from residences, farms or businesses.
- OR
- ☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

- ☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Roseburg, Oregon, this 14th day of March, 1983.

Certified By:

Demetrius
Regional Right-of-Way Supervisor
Date 5-11-83

Instructions: Complete A or B and C

County of Douglas

Bill Vian
County Judge/Chairman

Bruce King
Commissioner

Darryl Robertson



DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR

ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 440-4208

James F. Gosson, Asst. Director
JUSTICE BUILDING, ROOM 103
(503) 440-4481

W. C. "Bill" Bowne
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
(503) 440-4481

County Shop
2586 N.E. DIAMOND LAKE BLVD.
(503) 440-4288

February 18, 1983

Oregon State Highway Department
P. O. Box 1128
Roseburg, OR 97470

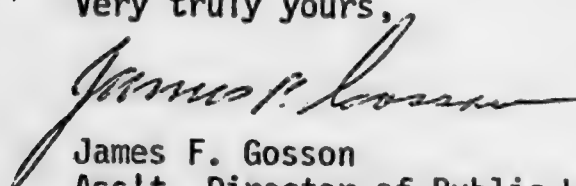
Attention: Jack Ayres

Subject: Project Prospectus
Project Request
(Little River Bridge
Noel Creek Bridge
Eslick Creek Bridge
Berry Stockway
Stavelund Stockway)

Dear Jack:

In accordance with your request, I have reviewed the cost estimates relative to the project requests. As these are requests for allocation approval only, I feel those prepared by your agency to be generally appropriate, and would recommend that the project requests be submitted using those estimated costs.

Very truly yours,


James F. Gosson
Ass't. Director of Public Works

JFG/vb

Encl.

cc: Terry Bounds

*Copies to: Hal Reynoldson ✓
Frank Terpin*



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A409(4)
Smith River Road (4 Bridges)
Deviation From Standards

Date: January 14, 1983

From: Division Administrator

Reply to
Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The information submitted with Mr. Swan's 1/11/83 letter relative to proposed reduced bridge widths on the subject project has been reviewed. Considering the existing vertical and horizontal alignment, existing width, and physical limitations restricting future improvements (as discussed in the Counties 12/21/82 letter to Jack Ayres) on this section of roadway the proposed clear structure roadway width of 29 feet 7½ inches is considered adequate for these four structures.

Your request is therefore approved.

C.C. Cliff Laux
Walt Hart
FRANK TERPIN
Jack Sullivan
Jack Ayres

D. K. Hassner
for Dale E. Wilken

RECEIVED STATE HWY ENGR						
JAN 18 '83						
REFER TO <i>Swan</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					☒	

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301		OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION																	
PROJECT LOCATION Co. Rd., 7.7 mi. NE of Gardiner, NE 4.7 miles. "Smith River Road (4) Bridges"		APPN CODE 075	ITEM NO. 30036	PROJECT NO. RS-A409(4)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">ROUTE NO.</th> </tr> <tr> <td style="width: 50%;">FED. S</td> <td style="width: 50%;">STATE</td> </tr> <tr> <td style="text-align: center;">A409</td> <td style="text-align: center;">Co. Rd.</td> </tr> </table>	ROUTE NO.		FED. S	STATE	A409	Co. Rd.								
ROUTE NO.																			
FED. S	STATE																		
A409	Co. Rd.																		
Access Control <u>None</u> Parking Restrictions <u>None</u> System Revision <u>None</u>																			
Airports (within 2 Mi.) <u>None</u> ROW <u>60'</u> Normal																			
Water Development <u>None</u> Recreation & Historical Areas <u>None</u>																			
County <u>Douglas</u> Code <u>(019)</u>																			
<u>A-95 Review:</u> State Cl. Ho. Exempt <u>X</u> Date Approved _____ Dist. <u>6</u> Cl. Ho. Exempt <u>X</u> Date Approved _____ No Reply _____																			
<u>Project Environmental Assessment:</u> FHWA Concurrence Dated <u>2-25-80</u> (Statewide)																			
1-EIS _____ 2-Categorical Exclusion <u>X</u> 3-Draft Assessment & FONSI _____																			
<u>Notes:</u> (1) Project in Congressional District <u>4</u> . (2) <u>Exception to minimum design standard for structure width of 32 feet.</u> <u>Approved by FHWA 10-18-82.</u>																			
I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below: <table style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 50%; vertical-align: top;"> <u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u> X</u> Incl. Archeological Salvage <u> X</u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work </td> <td style="width: 50%; vertical-align: top;"> Est. Proj. Cost: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">TEC NTE</td> <td style="width: 10%;">\$</td> <td style="width: 70%;">18,000</td> </tr> <tr> <td>88.15 FF</td> <td>\$</td> <td>15,866</td> </tr> <tr> <td>STATE</td> <td>\$</td> <td>1,067</td> </tr> <tr> <td>CO.</td> <td>\$</td> <td>1,067</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____ </td> </tr> </table>						<u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u> X</u> Incl. Archeological Salvage <u> X</u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work	Est. Proj. Cost: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">TEC NTE</td> <td style="width: 10%;">\$</td> <td style="width: 70%;">18,000</td> </tr> <tr> <td>88.15 FF</td> <td>\$</td> <td>15,866</td> </tr> <tr> <td>STATE</td> <td>\$</td> <td>1,067</td> </tr> <tr> <td>CO.</td> <td>\$</td> <td>1,067</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____	TEC NTE	\$	18,000	88.15 FF	\$	15,866	STATE	\$	1,067	CO.	\$	1,067
<u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u> X</u> Incl. Archeological Salvage <u> X</u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work	Est. Proj. Cost: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">TEC NTE</td> <td style="width: 10%;">\$</td> <td style="width: 70%;">18,000</td> </tr> <tr> <td>88.15 FF</td> <td>\$</td> <td>15,866</td> </tr> <tr> <td>STATE</td> <td>\$</td> <td>1,067</td> </tr> <tr> <td>CO.</td> <td>\$</td> <td>1,067</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____	TEC NTE	\$	18,000	88.15 FF	\$	15,866	STATE	\$	1,067	CO.	\$	1,067						
TEC NTE	\$	18,000																	
88.15 FF	\$	15,866																	
STATE	\$	1,067																	
CO.	\$	1,067																	
<u>REMARKS:</u> Attached is a copy of the authority for surveys & project maps. CL:ab																			
DATE 12-21-82	SIGNATURE OF REQUESTING OFFICIAL D. E. Swan, P.E.	TITLE Program Control Engineer																	

December 13, 1982

Douglas County Board of Commissioners
1036 SE Douglas
Roseburg, OR 97470

AGR 4-2

Attention: Doris Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2784

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Preliminary Engineering and Construction-Finance Agreement to construct the Staveland Stockway (Smith River Road) Bridge on FAS-A409.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

December 13, 1982

Douglas County Board of Commissioners
1036 SE Douglas
Roseburg, OR 97470

AGR 4-2

Attention: Doris Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2283

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Preliminary Engineering and Construction-Finance Agreement to construct the Berry Stockway (Smith River Road) Bridge on FAS A-409.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell



DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR
ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 440-4208

James F. Gosson, Asst. Director
JUSTICE BUILDING, ROOM 103
(503) 440-4481

W. C. "Bill" Bowne
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
(503) 440-4481

County Shop
2586 N.E. DIAMOND LAKE BLVD.
(503) 440-4268

December 6, 1982

Mr. Jack Ayres
Federal Aid Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, OR 97470

Re: Bridge Replacement - Smith River Road

FAS-A409

Dear Jack:

As part of construction phase of the proposed replacement of the four bridges on Smith River Road, a phase of signal controlled one-lane of traffic will be necessary for each.

If all four are included under a single contract and if all are replaced simultaneously, it will be necessary to install and maintain four temporary signal installations at the same time.

I would prefer that this work not be included in the contract, but be arranged for separately, if the costs associated with the work would be eligible as qualifying for funding under the FAS program.

If that be the case, I would recommend that the State furnish the controller units and signal heads and expertise necessary to synchronize the signals and that the County provide the remaining items such as support poles, guys and anchors and the necessary electrical related work necessary to provide power at the sites.

If this is not possible, I would then recommend that all associated work be included in the contract.

Enclosed for your information are sketch maps of the proposed installations as we envision them. Thank you.

Very truly yours,

James F. Gosson
James F. Gosson
Deputy Director, Engineering

JFG:mh

Enc.

xc: K. L. Erickson, w/encs.

cc: Harold Reynoldson ✓

ROSEBURG REGION			
RECEIVED			
FEB 11 1982			
RE	RM	ROE	TE
RUE	DES	FOR	FILE
GED.	HSA	ATE	AA

L. E. George, Jack Sullivan



PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

570-1919
SEE INSTRUCTIONS ON REVERSE

KEY ID# FAS A409

SECTION Berry Stockway (Smith River Road) Bridge #10C266

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO.
1

PREFIX
510-1919

DATE
12-1-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$ 300	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT	County Funds		919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		300
906 BRIDGE DESIGN		700	921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		100	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			980 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		300	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		100			

TOTALS \$ 4,500 \$ 4,500

PREVIOUS AUTHORIZATION \$

ADD. AUTH. REQUIRED \$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

RS-A409(4)

LOCATION ENGINEER'S REMARKS

Consultant to prepare plans, specifications and estimate at county expense.
State to review, advertise and award contract under federal aid project.
Work approved through P.S.E. Doc.
It is anticipated that all Smith River Road structures/(4) will be combined in one contract.

2
3 MK
4
27

Cy Watson

Approved by Hwy Eng'r 10-19-82 96 400 FAS-C

PREPARED BY Phil Lewellyn	DATE 12-1-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS <i>[Signature]</i>	DATE 1/6/83
RECOMMENDED, REGION ENGINEER X <i>[Signature]</i>	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X <i>[Signature]</i>	DATE 1/5/83
RECOMMENDED, LOCATION ENGINEER X <i>[Signature]</i>	DATE 1/4/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-11-83	



PROJECT PROSPECTUS

PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Berry Stockway (Smith River Road) Bridge #10C266

REGION

3

STATE HIGHWAY #

HIGHWAY NAME

MILE POST

LENGTH

FROM 10.04 TO 10.14

0.10

☐ URBAN

CITY

COUNTY

ROAD/STREET NAME

☒ RURAL

Douglas

Smith River County Road #48

ROUTE #

FEDERAL AID #

APPLICANT (IF OTHER THAN STATE)

FAS A409

Douglas County

COST ESTIMATES (000's)

PROJECT DATA

RIGHT OF WAY

PRELIMINARY ENGINEERING

\$ 4.5

GRADING

(✓)

X

FILES

(#)

2

RIGHT OF WAY

\$ Co. Funds

PAVING

(✓)

X

ACRES

(#)

0.05

ROADWAY

\$ 10

STRUCTURES

(✓)

X

RELOCATIONS

(#)

0

STRUCTURES

\$ 70

SIGNING

(✓)

--

WORK BY
STATE/CONSULTANT/APPLICANT

SIGNALS

\$ 0

SIGNALS

(✓)

--

PRELIMINARY
ENGINEERING (S.C.A)

C

ILLUMINATION

\$ 0

ILLUMINATION

(✓)

--

CONSTRUCTION
ENGINEERING (S.C.A)

C

TEMPORARY
PROTECTION

\$ 10

RIGHT OF WAY
DESCRIPTIONS (S.C.A)

A

\$

ENVIRONMENTAL CLASS (1,2,3)

2

RIGHT OF WAY
ACQUISITIONS (S.C.A)

A

40% ENGINEERING
& CONTINGENCIES\$ 36
~~16.40~~

DESIGN CATEGORY (1-7)

7

CONSTRUCTION BY

TOTAL CONSTRUCTION

\$ 126
~~106.40~~

WORK TYPE (1-12)

5

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

TOTAL ESTIMATE

\$ 110.90

FINANCING/
PROGRAMMINGRECOMMENDED LETTING
DATE (QUARTER/YEAR)

3/83

RECOMMENDED FUNDING SOURCE
FAS-C

RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☒ POSTPONE
☐ CANCEL

SECTION

South Myrtle Road

FUNDS

FAS-C

CUR. YR.

ESTIMATE (000's)

\$

☐ POSTPONE
☐ CANCEL

SECTION

FUNDS

CUR. YR.

ESTIMATE (000's)

\$

ITEM

EXISTING

PROPOSED

DEFINE THE PROBLEM

TRAVEL
LANES

(✓)

2

2

Recently conducted bridge inspection determined that this structure was in worse condition than previously thought. Replacement schedule needs to be advanced.

STRUCTURES

(✓)

2

2

SIGNALS

(✓)

0

0

BIKE
PATH

(Y/N)

N

N

PROPOSED SOLUTION

AVERAGE
DAILY TRAFFIC

425

Replace existing wood structure with a precast concrete structure

YEAR OF AVERAGE
DAILY TRAFFIC

1982

REQUESTED, REGION ENGINEER

DATE

X

APPROVED, ASST. HWY. ENG. FOR OPERATIONS

DATE

X

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION

DATE

X H.S.C.

10-19-82

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING



PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION

Berry Stockway (Smith River Road) Bridge #10C266

KEY ID #

REGION

3

PROJECT JUSTIFICATION

See attached O.B.E.C. Inspection Reports

ADMINISTRATION RECOMMENDATION



PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND LAYOUT MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Berry Stockway (Smith River Road) Bridge #10C266

REGION

3

ENTER: S-STATE C-CONSULTANT A-APPLICANT
E-EXISTING N-NO

PERMITS AND DOCUMENTS

A-95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	C	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	A	DETOUR	N	BORROW SOURCE	A	CORPS OF ENGINEERS	21	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	21	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	21	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	21	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) 0 NEW (#) 0	0

RIGHT-OF-WAY

UTILITIES

(LIST BELOW)

ACQUISITIONS

RELOCATIONS

COMPANIES

Telephone and Power

SIMPLE (#)

COMPLEX (#)

BUSINESS (#)

RESIDENTIAL (#)

2

0

0

0

RIGHT-OF-WAY LIAISON

A

EASEMENTS (#)

2

ACCESS CONTROL (Y/N)

N

DESIGN SPEED

55

DESIGN STANDARDS

AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
-----------	-----------	-----------	---------	----------	--------	--------	--------	--------	--------	--------	--------	----------	---------	-----------	-----------	-----------

EXISTING

0	0	0	0	1	0	0	12	0	12	0	0	1	0	0	0	0
0	0	0	0	4	0	0	12	0	12	0	0	4	0	0	0	0

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggregate base					
Asphaltic concrete					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	49	32	70,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 1/17/83



PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION

Berry Stockway (Smith River Road) Bridge #10C266

KEY ID #

REGION

3

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

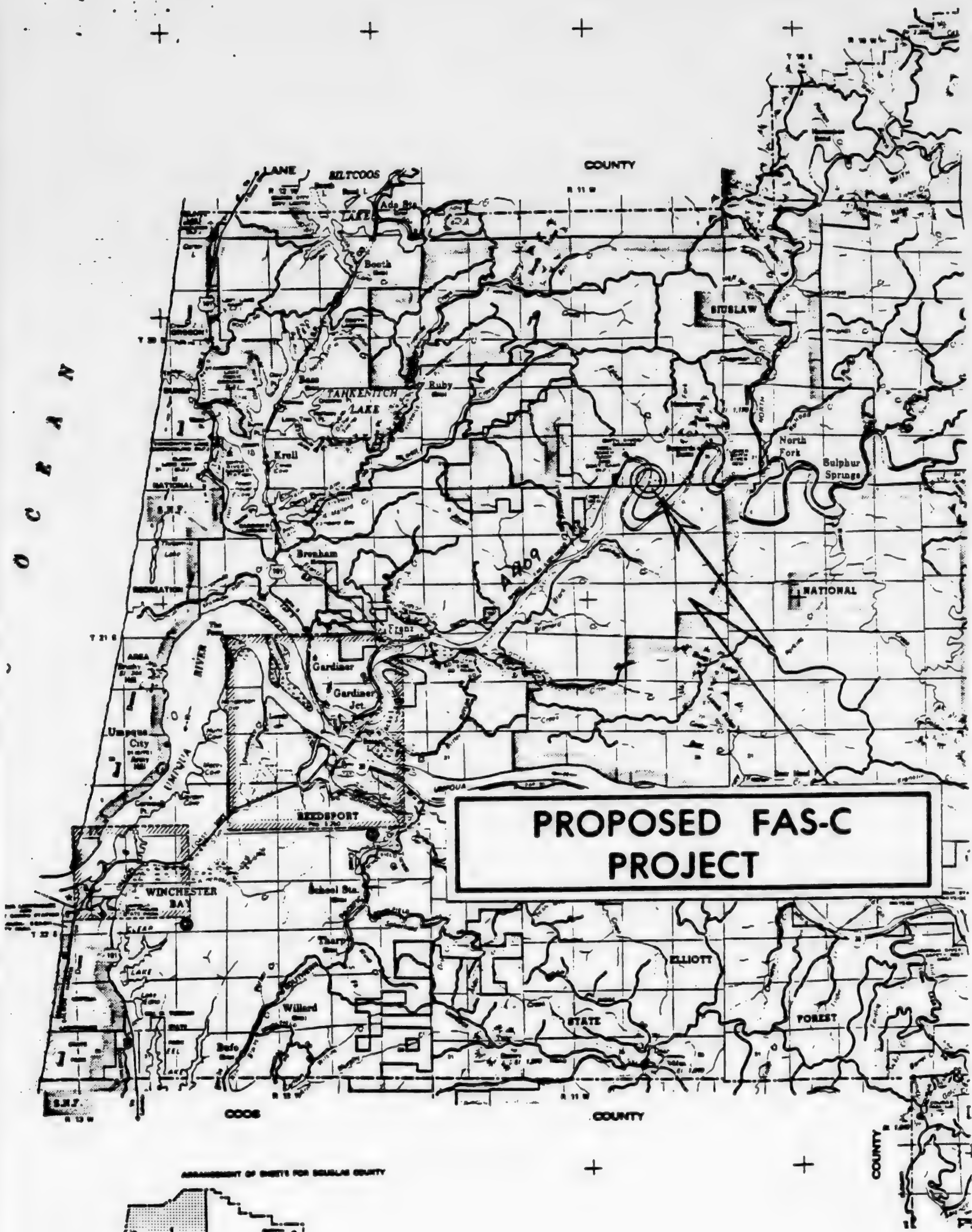
OTHER DOCUMENTATION

PREPARED BY

X

TELEPHONE NUMBER

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE





U.S. Department
of Transportation
Federal Highway
Administration

510-1919
Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A409(4)
Smith River Road (4 Bridges)
Deviation From Standards

Date: January 14, 1983

From: Division Administrator

Reply to
Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The information submitted with Mr. Swan's 1/11/83 letter relative to proposed reduced bridge widths on the subject project has been reviewed. Considering the existing vertical and horizontal alignment, existing width, and physical limitations restricting future improvements (as discussed in the Counties 12/21/82 letter to Jack Ayres) on this section of roadway the proposed clear structure roadway width of 29 feet 7½ inches is considered adequate for these four structures.

Your request is therefore approved.

C. C. Cliff Laux
Wall Hart

FRANK TERPIN

Jack Sullivan

Jack Ayres

D. K. Hassner
for Dale E. Wilken

RECEIVED

JAN 19 1983

LOCATION
SECTION

RECEIVED STATE HWY ENGR						
JAN 18 '83						
REFER TO <i>Swan</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					X	

NOTED
F. E. TERPIN

5

REPORT OF ACTION UNDER DELEGATED AUTHORITY
BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, SOS, HBR, and FAI-X), I approved the following:

<u>SECTION & JURISDICTION</u>	<u>TOTAL EST. COST</u>	<u>FEDERAL FUNDS</u>	<u>STATE SHARE</u>	<u>LOCAL GOVT. FUNDS</u>	<u>APPROVAL DATE</u>
<u>HBR PROJECTS</u>					
Crooked River (Conant Basin Rd.) Bridge No. 13C32 Crook County	\$ 129,000	\$ 103,200	\$ ---	\$ 25,800	9-22-82
Trout Creek (Clemens Rd.) Bridge No. 31C53 Jefferson County	115,000	92,000	---	23,000	9-22-82
<u>FAI-X PROJECT</u>					
SW 60th Ave.-SW 30th Ave., SW Vermont St. City of Portland	1,214,000	1,031,900	---	182,100	11-3-82
<u>FAS-C PROJECTS</u>					
Berry Stockway (Smith River Road) Bridge Douglas County	96,400	84,800	5,800	5,800	10-19-82
Eslick Creek (Smith River Road) Bridge Douglas County	156,400	137,600	9,400	9,400	10-19-82
Noel Creek (Smith River Road) Bridge Douglas County	144,600	127,200	8,700	8,700	10-19-82
Staveland Stockway (Smith River Road) Bridge Douglas County	48,000	42,200	2,900	2,900	10-19-82
Little River (Little River Road) Bridge Douglas County	552,000	485,800	33,100	33,100	10-19-82

November 4, 1982

H. S. Coulter
H. S. Coulter, P.E.
State Highway Engineer

orig. to [unclear] by [unclear]



STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

ACC

TO:

H. S. Coulter
State Highway Engineer

DATE: October 18, 1982

FROM:

Robert N. Bothman
Assistant State Highway Engineer

SUBJECT:

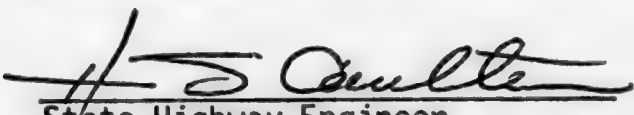
FAS-C Project
Staveland Stockway (Smith River Rd.) Br. Section
FAS-A409
Douglas County

Douglas County has requested a project to replace the Staveland Stockway Bridge on Smith River Road - FAS-A409. The new structure is to be approximately 20 feet long and the roadway to be 32 feet wide. County will acquire the additional R/W at their own expense. Engineering by Consultant.

<u>JURISDICTION</u>	<u>SECTION</u>	<u>TOTAL FUNDS</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
Douglas Co.	Staveland Stockway (Smith River Road) Bridge Section FAS-A409, Structure	\$48,000	\$42,200	\$2,900	\$2,900

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:


State Highway Engineer

Date

10/19/82

D. E. Swan - Please Program & Update PMS.

Fred Miller

F. E. Terpin

L. W. Rulien

W. J. Hart

R. N. Bothman

Roger Trygstad

E. S. Hunter

Don Adams

W. E. Schwartz

J. Sullivan

Gary Potter

John Scofield

D. H. Moehring

George Wills

C. T. Keasey

Phil Lewellyn

George Bell

Frank Lowe

J. H. Versteeg

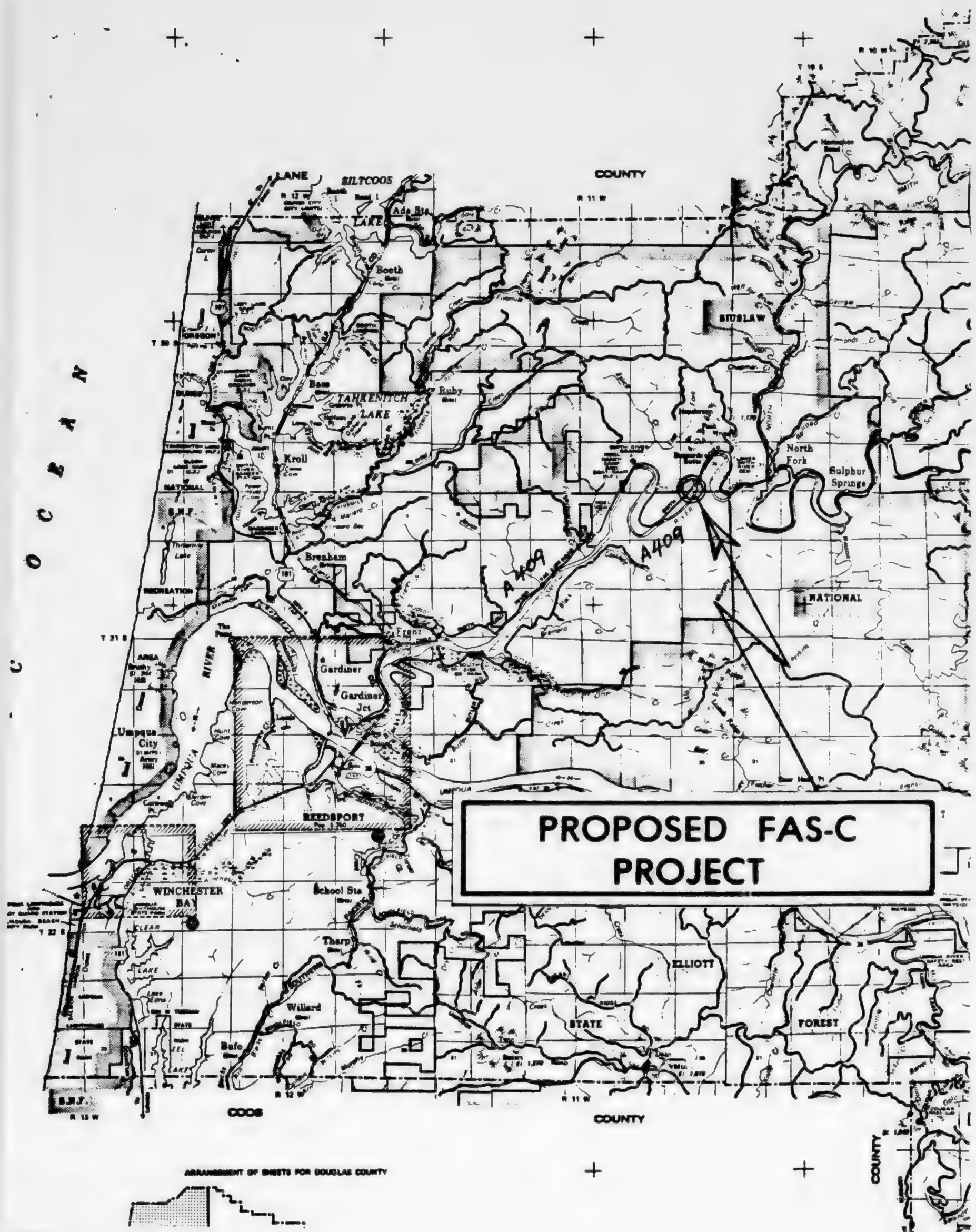
Region 3:

L. E. George

A. Shirley

Jack Ayres

Neil Flanagan



**PROPOSED FAS-C
PROJECT**

ARRANGEMENT OF SHEETS FOR DOUGLAS COUNTY





STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

ACC

TO:

H. S. Coulter
State Highway Engineer

DATE: October 18, 1982

FROM:

Robert N. Bothman
Assistant State Highway Engineer

SUBJECT:

FAS-C Project
Berry Stockway (Smith River Rd.) Br. Section
FAS-A409
Douglas County

Douglas County has requested a project to replace the Berry Stockway Bridge on Smith River Rd. - FAS-A409. New structure is to be approximately 49 feet long and the roadway is to be 32 feet wide. County will acquire additional R/W at their own expense. Engineering by Consultant.

<u>JURISDICTION</u>	<u>SECTION</u>	<u>TOTAL FUNDS</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
Douglas Co.	Berry Stockway (Smith River Road) Bridge Section - FAS-A409 Structure	\$96,400	\$84,800	\$5,800	\$5,800

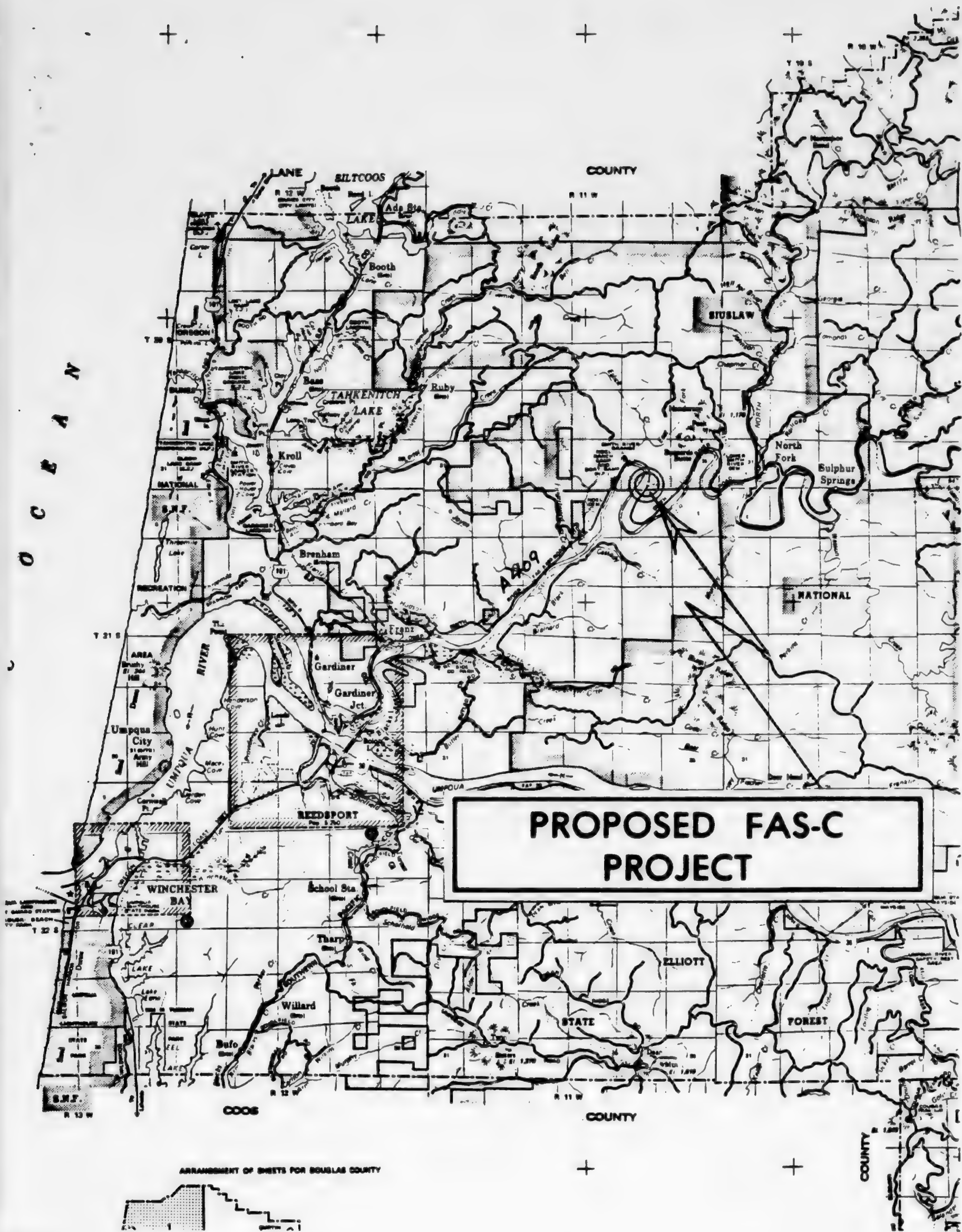
The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

State Highway EngineerDate 10/19/82

D. E. Swan - Please Program & Update PMS.
Fred Miller F. E. Terpin
L. W. Rulien W. J. Hart
R. N. Bothman Roger Trygstad
E. S. Hunter Don Adams
W. E. Schwartz J. Sullivan
Gary Potter John Scofield
D. H. Moehring George Wills
C. T. Keasey Phil Lewellyn
George Bell Frank Lowe
J. H. Versteeg Region 3:
L. E. George A. Shirley
 Jack Ayres
 Neil Flanagan

10-19
to
17
file





PRO 6

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: Harold Reynoldson
Project Management

DATE: November 1, 1982

FROM: Jack Ayres *JA*
Region Federal Aid Specialist

SUBJECT: Replacement FAS-C Project for S. Myrtle Road
Douglas County

Attached is a revised proposal by Douglas County for the replacement of five deficient bridges within the county. It is proposed that preliminary engineering for the design portion of these bridges will be performed by OBEC with the county picking up the design costs. This buys them a considerable amount of time required to qualify a consultant.

Our preliminary engineering costs will be for plans approval, specifications approval and preparation for bid.

The county wishes to go to contract sometime early next spring. They wish to award two separate contracts. The first for Noel Creek Bridge, Eslick Creek Bridge, Berry Stockway and Staveland Stockway. If adequate funding remains from bid prices on these structures, the county will immediately go to bid with the Little River Bridge project. If only a small amount of money is required, the county may elect to pick up any difference not covered by FAS-C funds with their own money.

We will be preparing a prospectus and authority for survey early next week.

ja/cp

cc: Walt Hart
G. Potter
F. Morrison
R. Busey
Phil Lewelyn
Jack Sullivan

*Maine has changed agreement
to satisfy county's request.*



DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR

ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 440-4208

James F. Gosson, Asst. Director
JUSTICE BUILDING, ROOM 103
(503) 440-4481

W. C. "Bill" Bowne
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
(503) 440-4481

County Shop
2586 N.E. DIAMOND LAKE BLVD.
(503) 440-4268

October 25, 1982

Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

ATTENTION: Mr. Jack Ayres

SUBJECT: FASC Request Change

Dear Jack:

In response to our recent discussion, Douglas County would like to delete the Johnson Creek structure on Road #48A from its request. This then will leave the following structures as being contemplated for replacement under the FASC program:

Structure	Est. Const. Costs	Est. Const. Eng. & Cont. Adm.	Est. Total Costs
Noel Creek Bridge	\$ 120,000	\$ 15,000	\$ 135,000
Eslick Creek Bridge	130,000	16,000	146,000
Berry Stockway	80,000	10,000	90,000
Staveland Stockway	40,000	5,000	45,000
Little River Bridge	460,000	92,000	552,000
		TOTAL	\$ 968,000

The County would prefer to establish the completion dates for both contracts around the 1st - 15th of November, 1983.

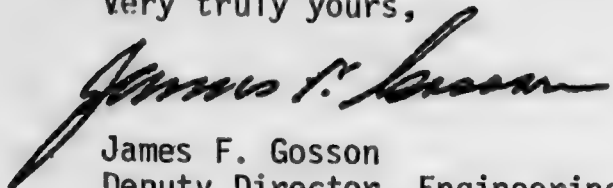
As the total cost is expected to exceed the funding available, the County is planning to pay the difference as discussed in my letter to you of September 24, 1982.

Preliminary engineering for Noel Creek Bridge, Berry Stockway and Little River Bridge are approximately 95% complete. Eslick Creek Bridge and Staveland Stockway are 20% and 10% complete, respectively. Douglas County intends to complete the remaining preliminary engineering with its budgeted funds.

Therefore, preliminary engineering for these five structures would not be a component of the interagency agreement.

If you should have any questions, please give me a call.

Very truly yours,



James F. Gosson
Deputy Director, Engineering
Dept. of Public Works

JFG:s1

xc: K. L. Erickson w/attachment
Warren Poland w/attachment



U.S. Department
of Transportation

Federal Highway
Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A409(-)
Noel Creek, Eslick Creek,
Staveland Stockway and Berry
Stockway Bridges on Smith River Road

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Date: October 18, 1982

Reply to
Attn. of: HFO.3-OR

Mr. Swan's October 11 letter indicated that Douglas County has requested that a deviation from AASHTO Standards be approved for the subject structures. The letter indicates the County feels that it is in the public interest to reduce the roadway width on each bridge from 34 feet to 32 feet because:

- 1) The roadway between and beyond the bridges is only 26 feet wide, and the County has no plans for widening.
- 2) This section of roadway goes through mountainous terrain.
- 3) To widen the roadway in this area would be very costly.

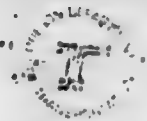
While we concur with the County that a structure roadway width of 32 feet is adequate for this road system it would be helpful if the State would include their recommendation with all future requests.

G. K. Hansen
for Dale E. Wilken

cc:
OSHD (D E Swan)

orig. to

RECEIVED STATE HWY ENGR							
OCT 19 '82							
REFER TO <i>Mochnig</i>							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	



PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Smith River Bridges

REGION

3

STATE HIGHWAY #	HIGHWAY NAME	(Rd. #48A)	MILE POST	LENGTH
	Smith River (Rd. #48) & N. Fk. Smith Riv.		FROM 7.67 TO 12.43	
☐ URBAN ☐ RURAL	CITY	COUNTY	ROAD/STREET NAME	
		Douglas	Smith River & North Fork Smith River	
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)		
	409 & 410	Douglas County		

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	\$ N/A	GRADING	(✓) x	FILES	(#) 10
RIGHT OF WAY	\$ N/A	PAVING	(✓) x	ACRES	(#) 0.25
ROADWAY	\$ 50,000	STRUCTURES	(✓) x	RELOCATIONS	(#) 0.
STRUCTURES	\$ 440,000	SIGNING	(✓)	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	\$	SIGNALS	(✓)	PRELIMINARY ENGINEERING (S,C,A)	C
ILLUMINATION	\$	ILLUMINATION	(✓)	CONSTRUCTION ENGINEERING (S,C,A)	C
TEMPORARY PROTECTION	\$			RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	\$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONSIDERATIONS	\$ 150,000	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	\$ 590,000	WORK TYPE (1-12)	5	☒ CONTRACTOR ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	\$ 590,000				

FINANCING PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	4 / 83	RECOMMENDED FUNDING SOURCE	FAS-C	RECOMMENDED PROGRAM YEAR	1983
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RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)

ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM
TRAVEL LANE (#)	2	2	The five existing treated wood structures are showing considerable rot.
STRUCTURES (#)	5	5	
SIGNALS (#)	0	0	
BIKE PATH (Y/N)	N	N	
AVERAGE DAILY TRAFFIC	425	425	PROPOSED SOLUTION
YEAR OF AVERAGE DAILY TRAFFIC	1982		Replace the structures with a concrete structure.
REQUESTED REGION ENGINEER			DATE
APPROVED ASST. HWY. ENGR. FOR OPERATIONS			DATE
APPROVED ASST. HWY. ENGR. FOR ADMINISTRATION			DATE
DATE			TRANSP. COMM. APPROVAL DATE
DATE			PROGRAM YEAR
DATE			FUNDING

COPY to G. Gilman
10-12-82



PROJECT PROSPECTUS
PART 1 -- PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION

Smith River Bridges

KEY ID #

REGION

3

PROJECT JUSTIFICATION

See attached O.B.E.C. bridge inspection reports.

ADMINISTRATION RECOMMENDATION



PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SECTION MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Smith River Bridges

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A-95		SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	C	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	C	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	C	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING		SECTION 4(F)	
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

UTILITIES

(LIST BELOW)

ACQUISITIONS

RELOCATIONS

COMPANIES

SIMPLE (#)

COMPLEX (#)

BUSINESS (#)

RESIDENTIAL (#)

0

0

0

0

RIGHT-OF-WAY
LIAISON

EASEMENTS (#)

ACCESS
CONTROL (Y/N)

DESIGN SPEED
55

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE WALK	BIKE PATH
				1	--	--	12	0	12	--	--	1				
				3	--	--	12	0	12	--	--	3				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggregate base					
Asphaltic concrete					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	82	32	110,000	BRIDGE 5	80	32	110,000
BRIDGE 2	90	32	120,000	BRIDGE 6			
BRIDGE 3	49	32	70,000	BRIDGE 7			
BRIDGE 4	20	32	30,000	BRIDGE 8			



PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION

Smith River Bridges

KEY ID #

REGION

3

ESTIMATED RIGHT-OF-WAY IMPACTS

No change

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No change

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No change

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No change

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY

X *James P. Brown*

TELEPHONE NUMBER

440-4481

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE



PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION

Smith River Bridges

REGION

3

SURVEY AUTHORITY

AUTHORIZATION NO.

1

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 RW RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			980 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

TOTALS

\$

\$

PREVIOUS AUTHORIZATION

\$

ADD. AUTH. REQUIRED

\$

Proposed project is to reconstruct five bridges and approaches as necessary on this section of County road. PE and construction engineering to be performed by consultant.

PREPARED BY

RECOMMENDED, REGION ENGINEER

RECOMMENDED, LOCATION ENGINEER

72.101A (7-82)

DATE

DATE

DATE

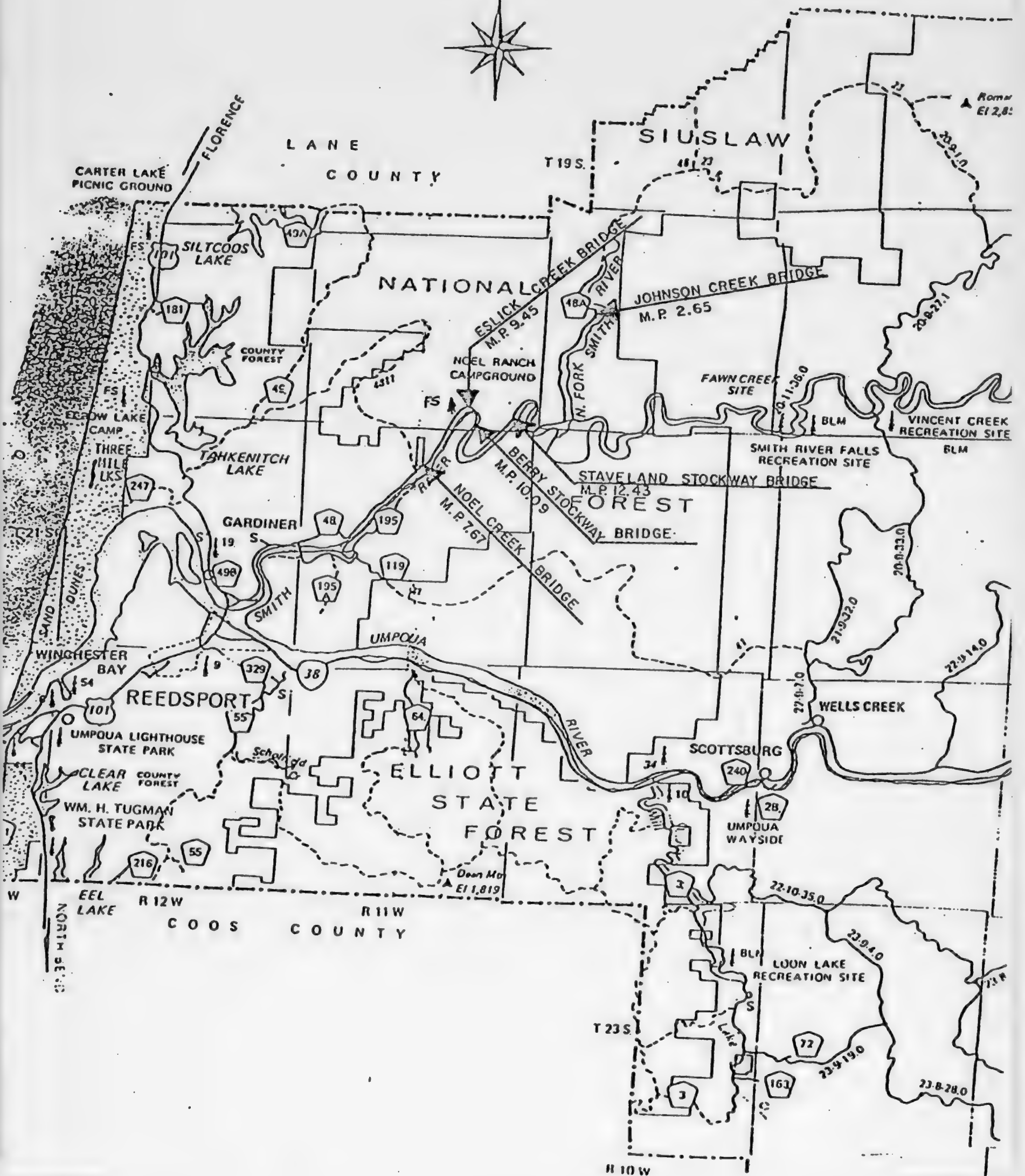
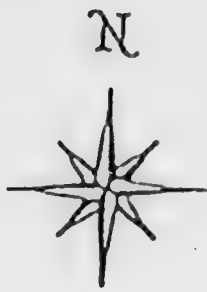
APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

DATE

DATE





STATE OF OREGON

PRO 6

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: D.H. Moehring
Asst. State Highway Engineer DATE: October 1, 1982
ATTN: Harold Reynoldson

FROM: Jack Ayres *JA*
Region Federal Aid Specialist

SUBJECT: Project Request Change
Douglas County

Attached are new project applications from Douglas County. The County wishes to temporarily cease work on the S. Myrtle Road FAS-C project at the conclusion of preliminary engineering.

They have decided after reviewing their latest bridge inspection reports that several bridges must be repaired or replaced immediately. These new project applications are for those bridge replacements utilizing the FAS-C funds set up for the S. Myrtle Road construction project.

Both the old project application forms and the new combination application, location prospectus, authority for survey, project classification form are included.

ja/cp
attach.
cc: Walt Hart
Gary Potter

HIGHWAY DIVISION

Jack Ayres
Region 3 Federal Aid Specialist

October 11, 1982

J. E. Swan
Program Control Engineer

Douglas County FAS-C Projects

Douglas County in their letter to you dated September 24, 1982 indicated that they think they will have \$1,012,000 in Federal funds for their projects. It appears that they included the 1984 allocation which is one year too many. In our letter to Mr. Kenneth Erickson dated March 25, 1982 we informed him that the County had \$497,500 in Federal funds for construction. After that they received the 1982 allocation, \$202,600, making a total of \$700,100 in Federal funds. If this year's allocation is the same as last year they should receive another \$202,600 making a total of \$902,700 in Federal funds.

In summary: Funds remaining in 1981	-	\$497,500	
1982	-	<u>202,600</u>	
		\$700,100	
1983	-	<u>202,600</u>	(Yet to come)
		\$902,700	

Johnson Creek (N. Fork Smith River Rd.) bridge is not on the FAS-C system. What does the County wish us to do.

HR:pf

October 11, 1962

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Deviation from Standards
FAS-C Projects on
Smith River Road FAS-A409 for
Noel Creek Br., Eslick Creek Bridge,
Staveland Stockway Br., and Berry
Stockway Bridge

Douglas County is requesting a deviation from standards for the roadway width on the above bridges. The County feels that it is in the public interest to reduce the roadway on each of the above bridges from 34 feet to 32 feet because:

1. The roadway between and beyond the bridges is only 20-feet wide, and the County has no plans for widening.
2. This section of roadway goes through mountainous terrain.
3. To widen the roadway in this area would be very costly.

Your consideration and concurrence is requested.

dk:pt



DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR

ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 440-4208

James F. Gosson, Asst. Director
JUSTICE BUILDING, ROOM 103
(503) 440-4481

W. C. "Bill" Bowne
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
(503) 440-4481

County Shop
2586 N.E. DIAMOND LAKE BLVD.
(503) 440-4288

September 24, 1982

Oregon State Highway Department
P. O. Box 1128
Roseburg, OR 97470

Attention: Jack Ayres

Subject: FASC Request Change

Dear Jack:

As we recently discussed, the County has just completed a series of thorough bridge inspections in the western portion of the county. The inspections identify several structures as being in much worse condition than previously identified. Several of them are located on Smith River Road #48 (FAS #409) and North Fork Smith River Road #48A (FAS #410). All are relatively small timber structures and all have deficient load carrying capabilities. As none presently have a confirmed sufficiency rating of less than 20, the likelihood of receiving H.B.R. funding in a timely way is remote at best.

As the County does not have the revenue to replace the structures, we feel that its essential that we re-prioritize the FAS Funds intended to overlay South Myrtle Road #18 (FAS #382) to these structures.

The structures were planned for eventual replacement but not in the time frame that the most recent inspections dictate. Some engineering-related work has been performed on some of them. Using the attached bridge inspection reports as a reference, the general status of each is described below:

SMITH RIVER ROAD #48

Noel Creek Bridge, M.P. 7.67

A replacement structure has been designed utilizing pre-stressed concrete deck sections. A test pile has been driven. Alignment has been established. Additional right-of-way or slope easements must be acquired. Minor utility adjustments are necessary.

Eslick Creek Bridge, M.P. 9.45

No engineering of any consequence has been done. The replacement structure is planned to be the same type as that for Noel Creek.

Berry Stockway, M.P. 10.09

A replacement structure has been designed. The replacement structure is planned to be of the same type as that planned for Noel Creek. A test pile has been driven and alignment has been established. Additional right-of-way or slope easements must be acquired. Minor utility adjustments are necessary.

Staveland Stockway, M.P. 12.43

No engineering of any consequence has been done. The replacement structure is planned to either be the type as that for Noel Creek or a structural plate pipe arch.

NORTH SMITH RIVER ROAD #48A

Johnson Creek Bridge, M.P. 2.65

No engineering of any consequence has been done. The replacement structure is planned to be the same type as that for Noel Creek.

The estimated construction costs are as follows:

Noel Creek Bridge	\$120,000
Eslick Creek Bridge	130,000
Berry Stockway	80,000
Staveland Stockway	40,000
Johnson Creek Bridge	<u>120,000</u>
Sub-total	\$490,000
Contingencies (8%)	39,000
Total	\$529,000

The estimated design engineering-related costs are as follows:

Noel Creek Bridge	\$ 1,500
Eslick Creek Bridge	8,000
Berry Stockway	1,500
Staveland Stockway	6,500
Johnson Creek Bridge	<u>8,000</u>
Total	\$ 25,500

The estimated construction engineering and contract administration costs are as follows:

Noel Creek Bridge	\$ 15,000
Eslick Creek Bridge	16,000
Berry Stockway	10,000
Staveland Stockway	5,000
Johnson Creek Bridge	<u>15,000</u>
Total	\$ 61,000

Due to the condition of all of the structures it is essential that their replacement occur as soon as possible. Their condition would in all probability qualify them for eventual replacement under the Federal H.B.R. Program. However, as all funding is committed for the next two years, the likelihood of assistance through that program within a time frame that addresses the needs of the structures is remote. The time frame that I am attempting to establish is that of awarding a contract for their replacement in March of 1983 and a completion date in October or November of 1983. As the necessary intergovernmental agreements, consultants agreements, permits, and right-of-way needs are being satisfied, the design engineering work on the three remaining structures can be accomplished in the interim at county expense and the project committed in March.

In addition, I would also like to include in the re-prioritization process the replacement of a structure on Little River Road #17 (FAS #390) at M.P. 13.25. This structure is presently limited to one lane of traffic in combination with an overload restriction. The design engineering on this structure is practically complete. I would like to commit it also to contract in March of 1983 with completion in November of 1983. The estimated construction costs are \$460,000. The estimated construction engineering costs are \$92,000 including contingencies, for a total project cost of \$552,000.

The total of all projects amounts to \$1,142,000. It is my understanding that approximately \$1,012,000 in federal funds will be available for the 1983 construction season. If the total costs exceed the amount available under the program, the County is prepared to furnish the remaining funding by re-prioritizing its planned projects. I'll illustrate by the following example:

Federal Funds	\$1,012,000
State Funds	60,720
County Funds	<u>60,720</u>
Total	\$1,133,440
Project Costs	\$1,142,000

Additional County Funds: \$1,142,000 minus \$1,133,440 = \$ 8,560

If this logic is acceptable to your agency and the Federal Highway Administration, I would recommend that language to that effect be a part of the intergovernmental agreement.

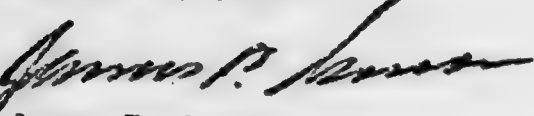
The County wishes to retain the South Myrtle Road overlay project in its present form and to pursue its completion as funding becomes available. We would like for your agency to continue with the completion of the necessary preliminary engineering so that as funding becomes available, construction can occur. I would like a current estimate of the total preliminary engineering costs so as to use it also in the County's prioritization process.

The County wishes to include the five (5) structures on Roads 48 and 48A in one construction contract, and the structure on Road 17 as a construction contract, for a total of two contracts for the reasons we discussed.

Enclosed are copies of the appropriate project classifications and Federal Aid project request. Also enclosed are bridge inspection reports and related data for all structures as well as copies of the plans as they presently exist for Noel Creek Bridge, Berry Stockway, and Little River Bridge.

If you should have any questions please give me a call.

Very truly yours,



James F. Gosson
Ass't. Director of Public Works

JFG/vb

Enclosures:

Project Classifications
Federal Aid Project Request
Bridge Inspection Reports
Preliminary Engineering Report - Noel Creek, Berry Stockway
Preliminary Plans - Noel Creek, Berry Stockway, Little River

cc: K. L. Erickson
Warren Poland

DE Swan

Walt Hart

FRANK TERPIN

Don Adams

Jack Sullivan

FEDERAL AID PROJECT REQUEST

Date 9-24-82

Applicant Agency Douglas County
 Request for: Off-System, FAS-C X, FAUS Project
 Federal Aid Route No. A 409 Route Name Smith River (Road #48)
 Project Name Staveland Stockway Bridge Reconstruction

Project Length 0.10 mile Project Location (Attach sketch map) 
 Project Description Replacement of a wood structure showing considerable rot with a concrete structure.

Average Daily Traffic 425 Design Speed 55 mph.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) 
 Width 26' Travel Lanes (2) 12' each Shoulders 1' gravel
 Medians None Parking None
 Sidewalks None
 Remarks _____

2. Desired Roadway Cross Section: (Attach sketch) 
 Width 30' Travel Lanes (2) 12' each Shoulders 1' paved, 2' gravel
 Medians None Parking None
 Curbed N/A Length Curb Radii N/A
 Sidewalk/Bikeway N/A
 Remarks _____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:
 General Width 60' Minimum 60' Maximum 60'
 2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
 Yes _____ No X
 3. Will additional right-of-way be needed? Yes X No _____
 If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No X
 Remarks _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:
None

2. Proposed Signalization:

Location None
Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks _____

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type _____
Remarks _____

V. STRUCTURE DATA

1. Existing Structure:

Location Road #48 @ M.P. 12.43.
Type Wood
Approach Roadway Width 26' Shoulder Width 1' gravel
Length 19' Width 27'
To remain in place? No

2. Proposed Structure:

Location Same
Approximate Size: Length 20' Width 32'-0

Are sidewalk/bikeways desired: _____ No _____
Are any utilities to be attached to structure? A telephone cable
Are provisions for illumination desired? _____ No _____
Are there any unusual or complicating conditions? _____ No _____
Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X
Name of Railroad _____
Existing Crossing Protection _____
2. Will existing railroad crossing be altered? _____
Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. <u>Citizen Involvement</u>	<u>Douglas County, Department of Public Works</u>
	Office
2. <u>Environmental</u>	_____
	Office
3. <u>Public Hearing</u>	_____
	Office

Remarks Office of the Director (440-4208).

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State _____ Consultant X

2. Project construction engineering to be performed by:

Applicant _____ State _____ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes _____ No X

If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	\$ 10,000
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
Structures	30,000
Railroad	_____
Other <u>CONSTRUCTION ENG.</u>	5,000
Preliminary engineering	N/A

PROJECT TOTAL \$ 45,000

Remarks CONTINGENCIES ARE AN ADDITIONAL \$3,000
(8%)

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or DOUGLAS COUNTY

By _____ By James P. Lannon

By _____ By _____

By _____

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section Staveland Stockway Bridge
Highway Smith River (FAS-409)
County Douglas
Region 3

Date 9-24-82
City East of Gardner Hwy. No.
Begin M.P. 12.38 Length 0.10
Program Estimate
Funding Source FAS-C

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

To replace an old, narrow treated wood structure which has inadequate load bearing capacity because of extensive rot with a precast concrete slab bridge of sufficient width and weight capacity for current and expected traffic.

C. Recommended Project Classification:

Project Class

I
X II
III

Documentation

Draft and Final EIS
Categorical Exclusion
Environmental Assessment

Other Documentation:

Wetlands Finding
Cultural Resource Survey
Section 106 Procedures

Noise Study Report
Indirect Source Construction Permit
Section 4(f) Determination

Basis for Recommended Classification:

Replacement of an existing structure.

D. Descriptions:

Number of Traffic Lanes

Existing Facility

Proposed Facility

2

2

Median (Yes/No)

No

No

Shoulders (Yes/No, Paved/Gravel)

Yes (1' gravel)

1' paved - 2' gravel

Average Daily Traffic (Volume and Year)

425 / 1980

Same

Alignment (New, Combined, Existing)

Existing

Existing

Speeds (Posted and Estimated)

55 (est.)

55 (est.)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	<u>0.05</u>
Estimated Number of Parcels	<u>2</u>
Residential Relocation (No.)	<u>None</u>
Business Relocation (No.)	<u>None</u>

Describe:

2. Estimated Impact on Land Use:

No change from existing impact through the bridge replacement.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No change other than increased safety.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No change.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

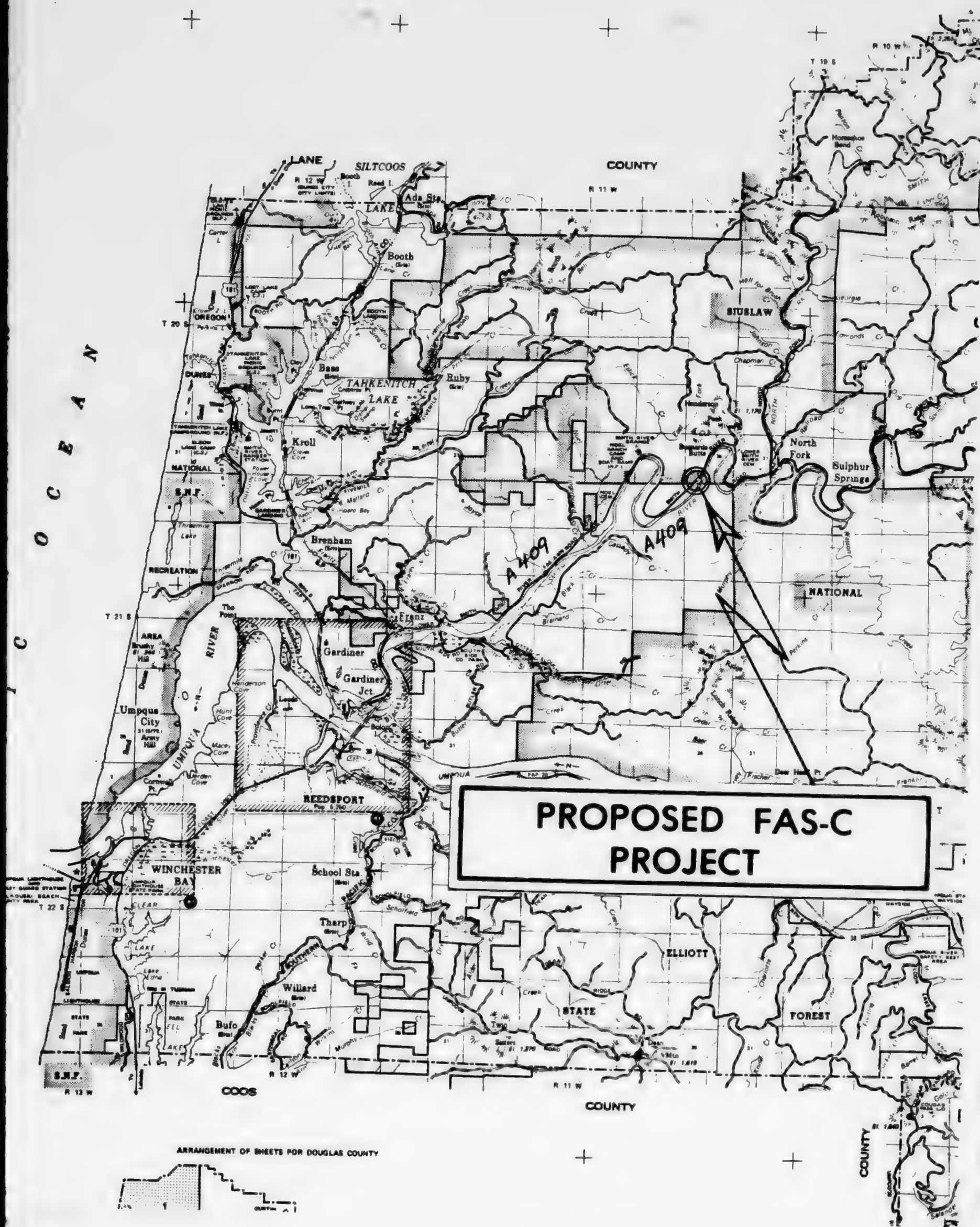
No change.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number:

James P. Huron 440-4481



1983 Calapooya Creek Bridge Sec. 9675
of the Elkton-Sutherlin Hwy. 3 mi. W.
of Sutherlin. (Bridge Repair)

January 9, 1989

CON 5 - 9615

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

A third post-final payment for \$41,100.00 will be made to Donald M. Drake Company on Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway in Multnomah, Washington and Clackamas Counties as soon as the warrant is prepared.

The total amount paid on this contract will be \$13,321,066.39 including the third post-final payment. Of the total, \$258,492.69 is for force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97209

bc: Kenneth E. Husby
Thomas D. Lulay
Don Adams

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		Form Approved: C M B No. 04-R2089
MONTHLY TRANSACTION NUMBER <i>10-272</i>			State Oregon		
PROJECT REPORT NUMBER			County Douglas		
MODIFICATION NUMBER 1			Project Number BHF-54(2)		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **August 18**, 19 **83**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>52,900.00</u>	\$ <u>52,900.00</u>
Federal funds	\$ <u>52,900.00</u>	\$ <u>42,320.00</u>
Other revisions	Appn Code 114	

(Note: Additional Funds Collected - \$9,123.16)

This modification is made for the following reasons:

"The project agreement executed 8-18-83, is modified to decrease federal-aid participation to 80 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the **1st** day of **October**, 19 **84**.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By *[Signature]*

Manager, Program Section

(Title)

XXX For: **H.S. Coulter, P.E.**

State Highway Engineer

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By *[Signature]*
(Division Administrator)

For: **Dale E. Wilken**

CALAPOOYA CR BR

DOUGLAS CO

110-1023

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		State	
MONTHLY TRANSACTION NO.		FEDERAL-AID PROJECT AGREEMENT		Oregon	
8-103-104				County	
				Douglas	
				Project No.	
				BHF-54(2)	
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.					
PROJECT TERMINI					
Calapooya Creek Bridge					
PROJECT CLASSIFICATION OR PHASE OF WORK				EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)					
PRELIMINARY ENGINEERING					
RIGHTS-OF-WAY					
CONSTRUCTION				6-8-83	0.063
OTHER (Specify)					
FUNDING PRO RATA 100% 80%					
ESTIMATED TOTAL COST OF PROJECT				FEDERAL FUNDS	
\$ 52,900.00*				\$ 42,320.00*	
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.					
* See Additional Provisions on back.					
OREGON STATE HIGHWAY DIVISION (Official name of Highway Agency)				U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
By <u>H. S. Coulter</u>				By <u>Dale E. Wilken</u>	
Manager, Program Section (Title)				(Division Administrator)	
For: H.S. Coulter, P.E.				For: Dale E. Wilken	
State Highway Engineer (Title)					
By _____				Date executed by Division Administrator _____	
(Title)				1983	

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume I, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 9, 1983

Oregon Project No. BHF-54(2)

Calapooya Creek Bridge
Elkton-Southerlin Highway
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure, Bridge No. 7338

Mobilization	All Required		\$ 3,700.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	100 Sq. Ft.	8.00	800.00
Temporary Barricades	1 Each	75.00	75.00
Flagmen	50 Hour	18.00	900.00
Prestressing Steel	All Required		13,000.00
Structural Steel	All Required		12,500.00
Concrete Coring	All Required		4,050.00
	Subtotal		\$ 37,475.00
	Engineering		5,425.00
	Total		\$ 42,900.00

Length of Structure 0.063 mi.

Work Retained in Program

Epoxy, Pressure Grouting	All Required	\$ 10,000.00
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SUMMARY OF FUNDS (80%)

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Structure	\$ 42,900.00	\$ 34,320.00	\$ 8,580.00
Reserve	10,000.00	8,000.00	2,000.00
Total	\$ 52,900.00	\$ 42,320.00	\$ 10,580.00

Reimbursement 100% Public L. 97-424, Section 145
Group 1 100%
Contract No. 9675
Prefix: 110-4463-161-10
Prefix: 110-1023

SC

STATE COPY

cc: OSHD (Coulter)


 US Department of Transportation
 Federal Highway Administration
FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 9-14-84	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. BHF-54(2)
COMPLETION DATE (Actual) 10-17-83	ACCEPTANCE DATE BY CONTACT AGENCY 3-7-84	TIME ELAPSED 100 %	CONTRACT TIME 90 C.D.
LOCATION S.R. 138, 2.1 miles NW of I-5 (Sutherlin)			
The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over \$500,000) A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.			
REMARKS: <i>The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.</i>			
<u>CALAYPOOYA CREEK BRIDGE</u> <u>ELKTON - SUTHERLIN HIGHWAY</u> <u>Bridge Repair</u> This project provided for structural repair to an existing bridge. The work included post-tensioning of exterior beams at two bents and pressure grouting of cracks. A contract in the amount of \$37,475 was awarded Hamilton Construction Company, Springfield, Oregon on 7/8/83 work began on 9/19/83 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 10/17/83 at a final cost of \$45,343.07 which includes \$36,721.00 for original bid item work, \$3,822.07 for force account work, and \$4,800.00 for construction engineering. There were no major significant overruns or underruns encountered on this project.			
ACCEPTANCE OF PROJECT IS RECOMMENDED SIGNATURE W. N. Bryant TITLE Area Engineer DATE 10/5/84		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION SIGNATURE G. K. Hossner TITLE Field Operations Engineer DATE 10/2/84	

 NOTED
 W. E. SCHWARTZ

 cy
 10/4

RECEIVED STATE HWY ENGR							
OCT 2'84							
REFER TO <i>Fredrickson</i> FOR							
Info	Inves	R/D	D/R	Sign	Act	File	

March 14, 1984

Hansen & Rowland Inc. of Oregon
1311 NW 21st Avenue
Portland, OR 97209

CON 5
#9675

Gentlemen or Ladies:

Contract No. 9675 awarded to Hamilton Construction Co. (Oregon) for bridge repair on the Calapooya Creek Bridge Section of the Elkton-Sutherlin Highway in Douglas County was completed on December 23, 1983, and accepted by the State Highway Division on March 7, 1984.

Final payment in the amount of \$500 will be released to the contractor after March 19, 1984. The total contract amount is \$40,543.07 including \$3,822.07 for work performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

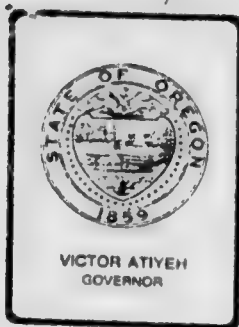
kjm

cc: Hamilton Construction Co. (Oregon)
PO Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
James J. Gix

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
25 SUNDAY	No Activity
26 MONDAY	No Activity
27 TUESDAY	No activity
28 WEDNESDAY	No activity
29 THURSDAY	No activity
30 FRIDAY	No activity
SATURDAY 31	No activity
REMARKS	
Anticipated next week: All contract & change orders complete 3rd Notification: December 23, 1983 This is the final report	
SIGNED <u>Ronald V. Busey</u> LOCATION <u>Roseburg</u> Ronald V. Busey	
PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES	



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 7, 1983

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: 
Gary A. Potter, Manager
Program Section

SUBJECT: Calapooya Creek Bridge Repair
Elkton-Southerlin Highway
Douglas County
Project No. BHF-54(2)

Tentative concurrence is requested in the award of contract for the subject project. This bid was received on June 30, 1983 with Hamilton Construction Company of Oregon submitting the low bid in the amount of \$37,475.00. The low bid is \$20,105.00 or 115% over our Engineer's estimate of \$17,370.00. Three other bids were received in the amounts of \$48,777.00, \$51,300.00 and \$58,250.00. There were 50 sets of Plans and Specifications taken out on this project; 25 of which were bidding plans and 25 were informational, indicating a good response to our advertisement.

We have reviewed the contractor's bid prices for this work and recommend that the low bid be accepted. The engineer's estimate did not account for three legitimate items that apparently have caused greatly increased costs.

First, the normal mobilization allowance is not adequate to set up for this job, since the quantities are small and the location is remote. The excess requirements appear to have been loaded into other bid items.

Second, the structural steel item includes set up and handling costs that are not proportionate to the small amount of steel on the job.

Third, the post-tensioning equipment anticipated to be used on this job appears not to be available, so jacks have to be obtained from other suppliers at increased costs.

We believe it is in the public interest to accept the low bid, because of the specialized nature and urgency of this work and because of the good bidder response, (four bids from 25 plan

Dale E. Wilken
July 7, 1983
Page 2

holder bidders), we recommend accepting the low bid--it is not likely that a lower price would be obtained by readvertising, and none of the items can be deleted from the project.

DAR:pf

cc: Walt Hart
File

DATE: June 13, 1983

TO: Oregon Transportation Commission

PRO

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Highway Bridge Replacement & Rehabilitation Project
Finance Approval

On the Consent Calendar for the June 21 meeting will be a request to add Calapooya Creek Bridge No. 7338B to the Six Year Highway Improvement Program. This bridge is located at M.P. 22.10 on the Elkton-Sutherlin Highway.

A recent inspection of this structure disclosed cracks in the two outside beams supporting the hanger span in Span 3. Estimated cost of repair is \$50,000. Funds are available from our HBR Program. I recommend your approval.

KEH:pf st

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
Gary Potter

C. T. Keasey
W. J. Hart
Jim Gix
George Bell

r11 U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. BHF-54(2)																																											
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See below																																											
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		4. PROGRAM NO. 5. ITEM NO. 30102																																											
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon		2A. COUNTY NAME Douglas																																											
7. DATE AUTHORIZATION EFFECTIVE 6/8/83		8. FEDERAL ROUTE NUMBER Primary 54																																											
9. STATE ROUTE NUMBER Secondary 231																																													
10. GENERAL LOCATION: Calapooya Creek Bridge Section																																													
11. GENERAL DESCRIPTION OF WORK Bridge Rehabilitation																																													
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; margin-top: 10px;"> <tr> <td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td> <td>☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td> </tr> <tr> <td>☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION</td> <td>☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS</td> </tr> <tr> <td>☐ ACQUISITION OF RIGHT-OF-WAY</td> <td>☐ OTHER (Specify)</td> </tr> </table>				☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)																																				
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☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)																																												
13. REMARKS Mr. Potter's 6/6/83 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of \$29,888 with regular Federal-aid matching ration, Appn. code 114 of \$23,910, and increased Federal share (P.L. 97-424 Section 145) Appn. Code 11R in amount of \$5,978. A signed copy of the Title Sheet is returned herewith.																																													
14. DATE 6/8/83		15. SIGNATURE OF APPROVING OFFICIAL 																																											
16. TITLE for Division Administrator		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="7">RECEIVED STATE HWY ENGR</th> </tr> <tr> <td colspan="7" style="text-align: center; padding: 5px;"> JUN 17 '83 </td> </tr> <tr> <td colspan="7" style="text-align: center; padding: 5px;"> REFER TO Potter </td> </tr> <tr> <td colspan="7" style="text-align: center; padding: 5px;"> FOR </td> </tr> <tr> <td style="text-align: center;">Info</td> <td style="text-align: center;">Inves</td> <td style="text-align: center;">R/D</td> <td style="text-align: center;">D/R</td> <td style="text-align: center;">Sign</td> <td style="text-align: center;">Act</td> <td style="text-align: center;">File</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		RECEIVED STATE HWY ENGR							JUN 17 '83							REFER TO Potter							FOR							Info	Inves	R/D	D/R	Sign	Act	File							
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Info	Inves	R/D	D/R	Sign	Act	File																																							



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 31, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Data Submission
Item No. 30102
Project No. BHF-54(2)
Calapooya Creek Bridge Section
Douglas County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on June 30, 1983 and may request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 and in accordance with Pub. L. 97-424, Section 145.

Copy of an interoffice memo by J.H. Wood, Highway Division Structure Maintenance Engineer, concerning the sufficiency rating of the structure after the proposed project is accomplished will be forwarded later.

DRH:bks

Attachments

cc: James J. Gix (Region 3)
General Files



STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Calapooya Creek Bridge
Elkton-Sutherlin Highway
Douglas County
Bridge No. 7338B

DATE: April 21, 1983

NOTED
H. S. COULTER

A recent inspection of the subject bridge disclosed cracks in the two outside beams supporting the hanger span in Span 3. These cracked beams result in a sufficiency rating for the bridge of 54.6.

A \$50,000 contract is proposed for rehabilitation of this bridge. There are sufficient funds in the HBR Program to cover this work.

We request approval by Delegated Authority to proceed with work on this project.

DT:pf

cc: Robert N. Bothman
Walt Hart

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
Date 4-25-83

RECEIVED STATE HWY ENGR						
25 APR 22 '83						
REFER TO <i>[Signature]</i>						
FOR						
Info	Inves	R/D	J/R	Sign	Act	File
					X	

4/25
cy Bothman
Hart



STATE OF OREGON

INTEROFFICE MEMO

TO:

Gary Potter
Project ManagementDATE: April 11, 1983 DES 23
7338B

FROM:

WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT:

Structure Repairs
Calapooya Creek Bridge
Elkton-Sutherlin Highway
Douglas County
BR 7338B

A recent inspection of the subject bridge disclosed cracks in the two outside beams supporting the hanger span in Span 3. These cracked beams result in a sufficiency rating for the bridge of 54.6.

We propose to contract for the rehabilitation of this bridge. Please add this project to the current construction program using HBR funding. The estimated cost of this work is \$50,000. There are sufficient funds in the HBR program to cover this work.

Please request Commission approval of this project by Mr. Coulter under delegated authority.

JEC:jrb

cc: E. S. Hunter
Region III

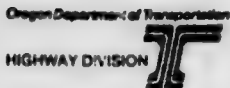
RECEIVED					
TECHNICAL SERVICES					
APR 12 '83					
REFER TO					
F					
Info	Inves	R/D	Lab	Ext	File

Contains
Recycled
Materials

01-125-1307

SP-73603

1983 Noel Creek & Eslick Creek 9676
Bridge Sec. of Lower Smith River Rd.
NE of Gardiner. (gr, pav, & struct.)



HIGHWAY DIVISION INVOICE

YOUR ORDER NUMBER		BILLING REQ. NUMBER CA 5634	AGENCY 02	CURRENT DOCUMENT NUMBER 145241
			DATE 4/29/87	VENDOR NUMBER 0000610104-00

Douglas County Courthouse
Roseburg OR 97470

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPEC	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C5101918-011	L02	3000			844010	10	\$ 308.96
617	C5101923-011	L02	3000			844010	10	86.53
617	C09676-001	L01	8011			844010	10	282.50
617	C09676-010	L01	8011			844010	10	9,448.84
617	C09676-011	L03	8011			844010	10	4,437.37
PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE				
DESCRIPTION: Final Settlement on RS-409 C (4 & 5), Noel Creek & Eslick Creek Bridges, Agreement # 7782 & 7781								TOTAL PRICE
TOTAL PROJECT COST:								\$376,443.57
Less Federal Participation								<318,757.65>
Less State Share								<21,425.29>
Less Douglas County Advance Deposit								<21,600.00>
Less Credit for Work on SFO #5								<96.43>
AMOUNT DUE: \$14,564.20								
GL SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)								
TOTAL AMOUNT DUE								\$14,564.20

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Diane Galida 378-5034
(INVOICE PREPARER) PH.

PROGRAM SECTION
Manager _____ Resource Unit _____
FA Unit _____ Program Unit _____

MAY 1 1987

Refer To _____
R/D _____ Act _____ Reply _____
Disc _____ Info _____ File _____

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

Revised 4/28/87
DATE: February 25, 1987

COUNTY: Douglas AGREEMENT NO: 7782 & 7781 PROJECT NO: RS-409(4&5)

CONTRACT NO: 9676 SECTION: Noel Creek & Eslick Creek Bridges

PRELIMINARY ENGINEERING PREFIX C510-1918

	<u>Participating</u>	<u>Non Participating</u>
Project Manager	\$ 36.38	\$
Final Design	172.93	
Traffic Section	24.34	
Location	5.88	
Program Section	142.34	
Specifications	1,947.45	
Audit Services	71.47	
Administrative Services	8.24	
Surface Design Engineer	140.31	
Hydraulics	57.92	
	<u>\$ 2,607.26</u>	<u>\$ -0-</u>

PRELIMINARY ENGINEERING PREFIX C510-1923

Foundation Investigation (Outside Billing)	\$	\$ 5,104.00
Final Design	372.23	
Traffic Section	24.34	
Audit Services	65.26	
Location	5.88	
Program Section	142.34	
Administrative Services	8.24	
Surface Design Engineer	111.92	
	<u>\$ 730.21</u>	<u>\$ 5,104.00</u>

CONSTRUCTION PREFIX C510-1024 & C9676

Payment to Contractor	\$308,128.27	\$ 100.00
Work Performed by State (SFO #3&5)	2,502.49	
Relocation of Power Lines (SFO #1)	685.85	
State Field (Monitoring)	1,232.87	
OBEC Engineering	39,184.08	9,315.92
Program Section	233.22	
Materials Lab	2,822.21	

Technical Services	116.73	
Construction Branch	1,157.57	
Region Engineers Office	1,356.25	
Accounting Section	429.04	
Training	165.52	
Audit Expense	256.66	
Interest on Final Payment	-0-	315.42
Total Construction Cost	<u>\$358,270.76</u>	<u>\$ 9,731.34</u>

SUMMARY

Total Participating P.E. Cost	\$ 3,337.47
Total Participating Const. Cost	358,270.76
Total Participating Cost	<u>\$361,608.23</u>
Federal Funds	
P.E. (88.15%)	\$ 2,941.98
Const. (88.15%)	315,815.67
	<u>\$(318,757.65)</u>
Subtotal	42,850.58
Less State Share 1/2 Balance	(21,425.29)
Plus Non Participating County Cost	14,835.34
Less Credit to Douglas Co. SFO #5	(96.43)
Less County's Advance Deposit	
AD #83-45	<u>(21,600.00)</u>
BALANCE DUE FROM COUNTY	<u>\$ 14,564.20</u>

MKS:me

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION				D.O. VOUCHER NO.	
FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117				STATE VOUCHER NO.	
Appropriation:				DATE	
The United States, Dr., TO <u>Treasurer of the State of Oregon</u>				FHWA SCHEDULE NO.	
Address <u>Capitol Building, Salem, OR 97310</u>				PAID BY	
STATE <u>Oregon</u>			FEDERAL AID PROJECT NO. <u>RS-A409(5)</u>		
PROGRAM APPROVED			VOUCHER PERIOD From: <u>6/08/83</u> To: <u>4/25/86</u>		
FINANCIAL DATA					
TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
368,002.10	358,270.76	.8815	315,815.67	315,815.67	-0-
<i>The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.</i>					
<i>SIGN ORIGINAL ONLY</i> <u>Oregon</u> <u>State Highway Agency</u> By <u>Controller</u> <u>12/29/86</u> Authorized Officer Date					
<i>I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.</i>					
Amount submitted \$ <u>0.00</u> Adjustments \$ _____ Amount Approved \$ _____					
<i>SIGN ORIGINAL COPY</i> _____ Signature of Authorized FHWA Representative Date					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	NOEL CR. & ESLICK CR. BRIDGE SECTIONS FAS 409 (LOWER SMITH RIVER RD.) DOUGLAS COUNTY					
	Construction Type Code X080 Structure, Bridge No. 16664 (Sta. 13+00 to Sta. 13+82)					
SFO #3	Final Contract Payment Summary	Lump Sum			\$156,463.86	
SFO #5	Signal Controller Testing (State)	All Required			437.50	
	Roadway maintenance (State)	All Required			813.75	
	TOTAL PARTICIPATING TYPE CODE X080 CONSTRUCTION				\$157,715.11	
	Type Code X081 Structure, Bridge No. 16665 (Sta. 14+97 to Sta. 15+86)					
SFO #1	Final Contract Payment Summary	Lump Sum			\$151,664.41	
	Relocate power line pole (Douglas Electric Co.)	All Required			685.85	
SFO #3	Signal Controller Testing (State)	All Required			437.50	
SFO #5	Roadway maintenance (State)	All Required			813.74	
	TOTAL PARTICIPATING TYPE CODE X081 CONSTRUCTION				\$153,601.50	
	TOTAL PARTICIPATING CONSTRUCTION COST				\$311,316.61	
	Construction Engineering					
	Work by OBEC Consulting Engineers	All Required			\$ 39,184.08	
	State	All Required			7,513.41	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				\$ 46,697.49	
	Misc. Project Cost					
	Audit Expenses	All Required			\$ 256.65	
	TOTAL PARTICIPATING PROJECT COST				\$358,270.76	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			\$ 100.00	
	Interest on Final Payments	All Required			315.42	
	Work by OBEC Consulting Engineers	All Required			9,315.92	
	TOTAL NON PARTICIPATING PROJECT COST				\$ 9,731.34	
	TOTAL PROJECT COST				\$368,002.10	
	Douglas County credit for work on SFO #5 - \$96.43					
	Prepared based on Participating Cost as shown on the Federal Billing as of 12/16/86.					
	AMOUNT CARRIED FORWARD					

FEDERAL APPROPRIATION: 075									
AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT CODE	VOUCHER AMOUNT		
FEDERAL PROJECT: RS -A409-005 *****									
F02936									
C09676 -000	187.34	.10	187.34						
C09676 -001	282.50	.00	.00						
C09676 -010	9,448.84	.00	.00						
C09676 -011	358,083.42	315,815.57	358,083.42						
AGREEMENT TOTALS	368,002.10	315,815.67	358,270.76 88.15	315,815.67	315,815.67	.00	.00		
FED PROJ TOTALS	368,002.10	315,815.67	358,270.76	315,815.67	315,815.67	.00	.00		
FEDERAL PROJECT: RS -A409-006 *****									
F02935									
C09674 -000	2,763.01	20.25	2,763.01						
C09674 -001	174.00	.00	.00						
C09674 -010	897.35	.00	.00						
C09674 -011	176,328.94	157,548.75	176,328.94						
AGREEMENT TOTALS	180,163.30	157,569.00	179,091.95 88.15	157,569.00	157,869.55	300.55 B	.00		
FED PROJ TOTALS	180,163.30	157,569.00	179,091.95	157,569.00	157,869.55	300.55 B	.00		
FEDERAL PROJECT: RS -A410-001 *****									
F04114									
C5101959-000	46,398.21	40,896.78	46,398.21						
C5101959-011	18.00	14.36	18.00						
AGREEMENT TOTALS	46,416.21	40,911.14	46,416.21 88.15	96,436.00	40,915.89	.00	4.75		
FED PROJ TOTALS	46,416.21	40,911.14	46,416.21	96,436.00	40,915.89	.00	4.75		
FEDERAL PROJECT: RS -A414-001 *****									
F04341									
C1102553-000	16,865.37	14,395.56	16,865.37						
AGREEMENT TOTALS	16,865.37	14,395.56	16,865.37 88.12	45,822.00	14,861.76	.00	466.20		

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ADJ. BDC	STATE
	510	1024	00	P 1	1.12CR	446.93	2,728.13	137.92	55
	510	1024	00	P 1			6.01	0.01	54
	510	1024	00	P 1			4.01	0.01	54
	510	1024	00	P 1			116.53	0.01	54
	510	1024	00	P 1	5.09CR	1.126.97	1.151.25	0.01	55
	510	1024	00	P 1	5.97CR	1.326.71	1.356.25	0.01	55
	510	1024	00	P 1	5.08CR	1.17.97	428.04	0.01	55
	510	1024	00	P 1	7.4CR	165.52	165.52	0.01	55
	510	1024	00	P 1	15.02CR	37.604.75	369.277.11	0.01	55
		TOT		P 1		26.55	36.49		
		TOT		N 1		37.631.30	369.313.60		
				** JOB TOTALS **	15.02CR**	37.631.30	**	**	**

LITTLE PIKE BRIDGE									
CONT NO 9680	FA PROJ NOS RS	A390001	100						
510	1025	201	00	P 1		56,021.14	496,880.96		55
510	1025	202	00	P 1		3,303.00	3,303.00		55
510	1025	204	00	P 1		13,930.44	13,930.44		55
510	1025	270	01	P 1		78,615.29CR	1,408.61		55
510	1025	296	00	N 9		18,615.29	514,826.71		55
510	1025	298	00	N 9		955.72	5,784.63		55
510	1025	900	00	P 1	2.04CR		77,005.28		55
510	1025	900	00	N 1		9,446.11	105.42		55
510	1025	904	00	P 1	1.76CR		3,426.89		55
510	1025	915	01	P 1	3.2CR	72.08	199.72		55
510	1025	920	00	P 1	3.0CR		105.42		55
510	1025	940	00	P 1	58CR	171.66	3,426.89		55
510	1025	941	00	P 1			199.72		55
510	1025	942	00	P 1			105.42		55
510	1025	944	00	P 1		172.35	348.51		55
510	1025	945	00	P 1	196.37	1,061.19	1,135.25		55
510	1025	946	00	P 1	5.66CR	1,253.48	1,253.48		55
510	1025	948	00	P 1	07CR	15.91	123.30		55
510	1025	950	00	P 1	3.86CR	941.44	1,075.24		55
510	1025	985	00	P 1	78.22	79.22	1,075.24		55
510	1025	TOT		P 1	261.00	87,487.91	584,295.84		55
		TOT		N 1			97.27		
				** JOB TOTALS **	261.00	87,487.91	584,293.17		**

SP 57-1441 DR - BURNS HWY									
CONT NO	FA PROJ NOS PS	B379002	100						
510	1064	900	00	P 1		134.16	134.16		55
510	1064	920	00	P 1		42.19	42.19		55
510	1064	944	00	P 1		69.12	69.12		55
		TOT		P 1		245.48	245.48		
				** JOB TOTALS **		245.48	245.48		**

SP 64E 16 55									
CONT NO 9422	FA PROJ NOS BPS	B475001	100						
510	1065	201	00	P 1			77,690.61		55

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985

PAGE 425

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT	MONTH	FISCAL YEAR	TO DATE	GRAND TOTAL	ACTIVE	TR
	510	1012	945	00	P 1	1.39CR	1984	54.69	1,274.05	BEG	END
	510	1012	946	00	P 1	24CR	1984	54.69	54.69	54	55
	510	1012	946	00	P 1	1.08CR	1984	17.12	279.78	55	56
	510	1012	985	00	P 1	1.71CR	1984	203.56	747.68	56	57
		TOT						290.12			
		TOT						748.05			
		*** JOB TOTALS ***						203.56	748.05	XX	XX

EEPR. STICK & STAVELAND	CONT NO 9674	FA PROJ NOS RS	8409006.100	STATE
510	1022	00	P 1	154.450
510	1022	00	P 1	975.00CR
510	1022	00	P 1	2,400.00CR
510	1022	00	P 1	1,200.00
510	1022	00	N 9	157.569
510	1022	00	N 9	157.569
510	1022	00	P 1	2.08
510	1022	00	N 1	22.009
510	1022	00	P 1	2.96CR
510	1022	00	P 1	2.96CR
510	1022	00	P 1	107.23
510	1022	00	P 1	151.17
510	1022	00	P 1	633.22
510	1022	00	P 1	11.15
510	1022	00	P 1	169.13
510	1022	00	P 1	1.167
510	1022	00	P 1	1.596
510	1022	00	P 1	166.23
510	1022	00	P 1	179.020
510	1022	00	P 1	6.05
	TOT			18.677
	TOT			18.677
	*** JOB TOTALS ***			5.13

WELMESLICH DR BAS	CONT NO 9676	FA PROJ NOS RS	8409005.100	STATE
510	1024	00	P 1	32.496
510	1024	00	P 1	100.00
510	1024	00	P 1	1.239
510	1024	00	P 1	6.65
510	1024	00	P 1	274.84CR
510	1024	00	P 1	33.167
510	1024	00	P 1	33.167
510	1024	00	P 1	45.45
510	1024	00	P 1	280.63
510	1024	00	P 1	196.79
510	1024	00	P 1	66.26

1/31/87

JOB COST SUMMARY
EA. INJUB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CUM M
C09676	000		504	0100		
C09676	000		504	0100		
C09676	000		504			
C09676	000		555	0521		
C09676	000		555	0521		
C09676	000		555			
C09676	000					
C09676	000	010	001	0821		
C09676	000	010	001	0821		
C09676	000	010	001			
C09676	000	010				
C09676	000	940	001	8221		
C09676	000	940	001	8221		
C09676	000	940	001			
C09676	000	940				
C09676	000					
C09676	001		306	8011		
C09676	001		306	8011		
C09676	001		306			
C09676	001		349	8011		
C09676	001		349	8011		
C09676	001		349			
C09676	001					
C09676	001					
C09676	010	900	334	0521		
C09676	010	900	334	0521		
C09676	010	900	334			
C09676	010	900				

JOB COST SUMMARY
 IN JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
 PAYROLL CHARGES ARE LOADED

PAGE 1

IL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	0100		.00	13.40
	0100		.00	13.40
			.00	13.40
	0521		.00	5.80
	0521		.00	5.80
			.00	5.80
			.00	19.20
	0821		.00	127.16
	0821		.00	127.16
			.00	127.16
			.00	127.16
	8221		.00	40.98
	8221		.00	40.98
			.00	40.98
			.00	40.98
			.00	187.34
	8011		.00	32.92-
	8011		.00	32.92-
			.00	32.92-
	8011		.00	315.42
	8011		.00	315.42
			.00	315.42
			.00	282.50
			.00	282.50
	0521		.00	9,315.92
	0521		.00	9,315.92
			.00	9,315.92
			.00	9,315.92

material

interest

1/31/87

JOB COST SUMMARY
E-7 SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CUR MO
C09676	010					
C09676	011		199	0100		
C09676	011		199	0100		
C09676	011		199			
C09676	011		300	0100		
C09676	011		300	0100		
C09676	011		300			
C09676	011					
C09676	011	050	001	0500		
C09676	011	050	001	0500		
C09676	011	050	001			
C09676	011	050				
C09676	011	900	334	0521		
C09676	011	900	334	0521		
C09676	011	900	334			
C09676	011	900				
C09676	011					
C09676						

JBJOB/ACTIVITY/OBJ-DETAIL CRE#-NUMBER
PAYROLL CHARGES ARE LOADED

2

IL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
			.00	9,315.92
	0100		.00	1.54-
	0100		.00	1.54-
			.00	1.54-
	0100		.00	1,899.06-
	0100		.00	1,899.06-
			.00	1,899.06-
			.00	1,900.60-
	0500		.00	22.83
	0500		.00	22.83
			.00	22.83
			.00	22.83
	0521		.00	9,315.92-
	0521		.00	9,315.92-
			.00	9,315.92-
			.00	9,315.92-
			.00	11,193.69-
			.00	1,407.93-

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER <u>1409</u> PROJECT REPORT NUMBER MODIFICATION NUMBER <u>5</u>		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved: OMB No. 2125-0529 Exp. Date 8/31/85	
				State	OREGON
				County	DOUGLAS
				Project Number	RS-A409(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 28, 19 83

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>370,226</u>	\$ <u>367,956</u>
Federal funds	\$ <u>326,353</u>	\$ <u>324,352</u>
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By *Ronald L. Rount*
for Manager, Program Section
(Title)

By *[Signature]*
(Division Administrator)
For: Dale E. Wilken

☒ FOR: Larry Rulien

State Highway Engineer

(Title)

By _____

(Title)

OREGON STATE HIGHWAY DIVISION
SALEM, OR JULY 15, 1986

Ben Fitch

FEDERAL AID PROJECT NO. RS-A409(5)

NOEL CR. & ESLICK CR. BRIDGE
COUNTY ROAD
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment in Place	10.00	970	\$ 9,700	743	\$ 7,430.00
					DECREASE \$2,270.00

SUBTOTAL of Type Code X080 Previous Estimate of February 6, 1985	\$198,726.00
(-)	1,135.00
TOTAL	\$197,591.00

SUBTOTAL of Type Code X081 Previous Estimate of February 6, 1985	\$171,500.00
(-)	1,135.00
TOTAL	\$170,365.00

Length of Project ----- 0.038 miles

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	PRO RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
BR #16664	075	88.15	\$197,591	\$174,176	\$11,708	\$11,707
BR #16665	075	88.15	170,365	150,176	10,095	10,094
TOTAL			\$367,956	\$324,352	\$21,803	\$21,801

Subjob 010: 0%; Subjob 011: 100%
Contract No. C09676
Prefix: C510-1918
Prefix: C510-1024

DDB:pf

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER <u>2-68</u>			State Oregon	
PROJECT REPORT NUMBER			County Douglas	
MODIFICATION NUMBER 4			Project Number RS-A409(5)	

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **November 28**, 19 **83**,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>369,172.00</u>	\$ <u>370,226.00</u>
Federal funds	\$ <u>325,424.00</u>	\$ <u>326,353.00</u>
Other revisions		

This modification is made for the following reasons: **to include construction and construction engineering cost increases.**

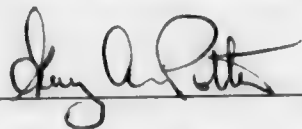
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the

11th day of February, 19 85.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By



Manager, Program Section

(Title)

~~XXX~~ For: **H.S. Coulter, P.E.**

State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



(Division Administrator)

For: **Dale E. Wilken**

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 6, 1985

FEDERAL AID PROJECT NO. RS-A409(5)

NOEL CR. & ESLICK CR. BRIDGE
FAS 409 (LOWER SMITH RIVER RD.)
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE, BRIDGE NO. 16664 (STA. 13+00
TO STA. 13+82)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Guard Rail					
Type 2A	\$ 15.00	75	\$ 1,125.00	85	\$ 1,275.00
Type 1 Fence	3.50	305	1,067.50	333	1,165.50
Structural Concrete,					
Class 3300	---	46%	15,456.00	---	15,622.00
Reinforcement	---	42%	2,625.00	---	2,684.00
Subtotals			\$20,273.50		\$20,746.00

	Increase	\$ 472.50
Subtotal of Previous Estimate of November 29, 1984		172,333.12
	Subtotal	\$ 172,805.62
	Engineering	25,920.38
	Total	\$ 198,726.00

TYPE CODE X081
STRUCTURE BR. NO. 16665 (STA. 14+97 TO
STA. 15+86)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Guard Rail					
Type 2A	\$ 15.00	55	\$ 825.00	62	\$ 930.00
Type 1 Fence	3.50	195	682.50	213	745.50
Structural Concrete,					
Class 3300	---	54%	18,144.00	---	18,339.00
Reinforcement	---	58%	3,625.00	---	3,706.00
Subtotals			\$23,276.50		\$23,720.50

	Increase	\$ 444.00
Subtotal of Previous Estimate of November 29, 1984		148,686.62
	Subtotal	\$ 149,130.62
	Engineering	22,369.38
	Total	\$ 171,500.00

Length of Project

0.038 mi.

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>County Funds</u>
Bridge No. 16664	\$ 198,726.00	\$ 175,176.00	\$ 11,775.00	\$ 11,775.00
Bridge No. 16665	171,500.00	151,177.00	10,161.00	10,162.00
Total	\$ 370,226.00	\$ 326,353.00	\$ 21,936.00	\$ 21,937.00

Group 1

Contract No. 9676

Prefix: 510-1918

Prefix: 510-1024

WH:bkb

STATE CO.

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER			State	<u>Oregon</u>
PROJECT REPORT NUMBER			County	<u>Douglas</u>
MODIFICATION NUMBER	<u>3</u>		Project Number	<u>RS-A409(5)</u>

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **November 28**, 19 **83**,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>367,665</u>	\$ <u>369,172</u>
Federal funds	\$ <u>324,096</u>	\$ <u>325,424</u>
Other revisions		

This modification is made for the following reasons:

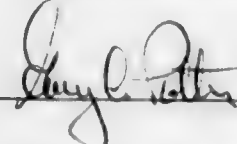
To include increases in construction and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the

5th day of December, 1984

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By 

Manager, Program Section

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By 
(Division Administrator)

For: **Dale E. Wilken**

XXX For: H.S. Coulter, P.E.

State Highway Engineer

(Title)

By _____

(Title)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 29, 1984

FEDERAL AID PROJECT NO. RS-A409(5)

Noel Creek & Eslick Creek Bridge
FAS 409 (Lower Smith River Road)
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080

Structure, Bridge No. 16664 (Sta. 13+00 to Sta. 13+82)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Temporary Guardrail						
Type 1	\$ 14.00	150	\$2,100.00	160	\$2,240.00	
Drive Steel Piles	1.50	550	825.00	713.75	1,070.62	
SUBTOTALS			\$2,925.00		3,310.62	
					Increase	\$ 385.62
					Subtotal of Previous Estimate of September 17, 1984	171,947.50
					Subtotal	\$172,333.12
					Engineering	25,849.88
					Total	\$198,183.00

TYPE CODE X081

Structure Bridge No. 16665 (Sta. 14+97 to Sta. 15+86)

Subtotal from Revised Estimate of September 17, 1984	\$148,686.62
Engineering	22,302.38
Total	\$170,989.00

Length of Structure ----- 0.038 mi.

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Bridge No. 16664	\$198,183.00	\$174,698.00	\$11,742.50	\$11,742.50
Bridge No. 16665	170,989.00	150,726.00	10,131.50	10,131.50
Total	\$369,172.00	\$325,424.00	\$21,874.00	\$21,874.00

Group 1
Contract No. 9676
Prefix: 510-1918
Prefix: 510-1024

WH:me

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved: O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER <i>9-152</i>				State Oregon	
PROJECT REPORT NUMBER				County Douglas	
MODIFICATION NUMBER 2				Project Number RS-A409(5)	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **November 28**, 19 **83**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>356,660.00</u>	\$ <u>367,665.00</u>
Federal funds	\$ <u>314,351.00</u>	\$ <u>324,096.00</u>
Other revisions		

This modification is made for the following reasons: **to include increase in construction and construction engineering costs.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the *19th* day of *September*, 19 *84*.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By *Henry L. Felt*
Manager, Program Section
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By *Dale E. Wilken*
(Division Administrator)
For: Dale E. Wilken

~~xxx~~ For: **H.S. Coulter, P.E.**

State Highway Engineer
(Title)

By _____
(Title)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 17, 1984

FEDERAL AID PROJECT NO. RS-A409(5)

NOEL CR. & ESLICK CR. BRIDGE
FAS 409 (LOWER SMITH RIVER RD.)
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080

STRUCTURE, BRIDGE NO. 16664 (STA. 13+00
TO STA. 13+82)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	\$ 8.00	110	\$ 880.00	142	\$ 1,136.00
Flagmen	15.00	100	1,500.00	174	2,610.00
1"-0 Aggregate	13.50	600	8,100.00	608	8,208.00
Class B or Class C Asphalt Concrete	43.00	185	7,955.00	215	9,245.00
Special Backfill	25.00	35	875.00	83	2,075.00
Roadway Maintenance (SFO #1)	-----	-----	-----	2,877	780.00
		Subtotals	\$19,310.00		\$ 24,054.00
Subtotal of Previous Estimate of January 13, 1984					Increase \$ 4,744.00
					Subtotal 167,203.50
					Engineering 25,473.50
					Total \$197,421.00

TYPE CODE X081

STRUCTURE BR. NO. 16665 (STA. 14+97 TO
STA. 15+86)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	\$ 8.00	110	\$ 880.00	141	\$ 1,128.00
Flagmen	15.00	50	750.00	87	1,305.00
1"-0 Aggregate	13.50	250	3,375.00	355	4,792.50
Class B or Class C Asphalt Concrete	43.00	130	5,590.00	152.41	6,553.63

Special Backfill
Roadway Maintenance
(SFO #1)

25.00

50

1,250.00

118.74

2,968.50

Subtotals \$11,845.00

3,123

847.49

\$ 17,595.12

Subtotal of Previous Estimate of August 10, 1984

Increase

\$ 5,750.12

10, 1984

142,936.50

Subtotal

\$148,686.62

Engineering

21,557.38

Total

\$170,244.00

Length of Structure

0.038 mi.

SUMMARY OF FUNDS (88.15%)

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>County Funds</u>
Bridge No. 16664	\$ 197,421.00	\$ 174,026.00	\$ 11,697.50	\$ 11,697.50
Bridge No. 16665	170,244.00	150,070.00	10,087.00	10,087.00
Total	\$ 367,665.00	\$ 324,096.00	\$ 21,784.50	\$ 21,784.50

Group 1

Contract No. 9676

Prefix: 510-1918

Prefix: 510-1024

WH:bkb

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER <u>1-160</u> PROJECT REPORT NUMBER MODIFICATION NUMBER <u>1</u>		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State OREGON County DOUGLAS Project Number RS-A409 (5)
--	--	---	---

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 28, 1983,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 347,950	\$ 356,660
Federal funds	\$ 306,718	\$ 314,394
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the

17th day of January, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By *Harry G. Fite*

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By *Dale E. Wilken*
(Division Administrator)

For: Dale E. Wilken

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 13, 1984

FEDERAL AID PROJECT NO. RS-A409⁽⁵⁾₍₂₎

NOEL CR. & ESLICK CR. BRIDGE SECTION
FAS 409 (LOWER SMITH RIVER ROAD)
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE, BR. NO. 16664 (Sta. 13+00 to Sta. 13+82)

Subtotal of previous estimate of August 10, 1983 \$163,628.50

PREVIOUS ESTIMATE

1"-0 Aggregate	430 Ton	13.50	\$ 5,805.00
Furnish HP 10x42 Steel Piling	1,460 Lin. Ft.	16.00	23,360.00
			<u>\$ 29,165.00</u>

REVISED ESTIMATE

1"-0 Aggregate	600 Ton	13.50	\$ 8,100.00
Furnish HP 10x42 Steel Piling	1,540 Lin. Ft.	16.00	24,640.00
			<u>\$ 32,740.00</u>

Increase	\$ 3,575.00
SUBTOTAL	\$167,203.50
Engineering	25,080.50
TOTAL	<u>\$192,284.00</u>

TYPE CODE X081
STRUCTURE BR. NO. 16665 (Sta. 14+97 to Sta. 15+86)

Subtotal of previous estimate of August 10, 1983 \$142,936.50

SUBTOTAL	\$142,936.50
Engineering	21,439.50
TOTAL	<u>\$164,376.00</u>

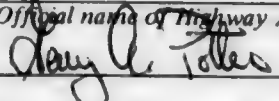
Length of Structure ----- 0.038 mi.

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Bridge No. 16664	\$192,284	\$169,498	\$11,393	\$11,393
Bridge No. 16665	<u>164,376</u>	<u>144,896</u>	<u>9,740</u>	<u>9,740</u>
TOTAL	\$356,660	\$314,394	\$21,133	\$21,133

Group 1: 100%
Contract No. 9676
Prefix: 510-1918
Prefix: 510-1024

RHZ:pf

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-245	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	State Oregon County Douglas Project No. RS-A409(5)
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.		
PROJECT TERMINI Noel Cr. & Eslick Cr. Bridges		
PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-8-83	0.038
OTHER (Specify)		
FUNDS PRO RATA 88.15%		
ESTIMATED TOTAL COST OF PROJECT \$ 347,950.00	FEDERAL FUNDS \$ 306,718.00	
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.		
OREGON STATE HIGHWAY DIVISION (Official name of Highway Agency) By <u></u> Manager, Program Section (Title) For: H.S. Coulter, P.E. State Highway Engineer (Title) By _____ (Title)	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By <u></u> (Division Administrator) For: Dale E. Wilken Date executed by Division Administrator _____	

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 10, 1983

Federal-Aid Project No. RS-A409(5)

Noel Cr. & Eslick Cr. Bridge Sections
FAS 409 (Lower Smith River Rd.)
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code X080

Structure, Bridge No. 16664 (Sta. 13+00 to Sta. 13+82)

Mobilization	50% All Required		\$ 3,250.00
Temporary Protection and Direction of Traffic	50% All Required		2,250.00
Temporary Signs	110 Sq. Ft.	8.00	880.00
Temporary Continuous Rail Traffic Barriers	400 Lin. Ft.	6.00	2,400.00
Temporary Guard Rail, Type 1	150 Lin. Ft.	14.00	2,100.00
Temporary Traffic Signal Installation	2 Each	6,250.00	12,500.00
Flagmen	100 Hour	15.00	1,500.00
Clearing and Grubbing	65% All Required		1,625.00
Removal of Structures and Obstructions	50% All Required		75.00
Embankment in Place	780 Cu. Yd.	10.00	7,800.00
1"-0 Aggregate	430 Ton	13.50	5,805.00
Class "B" or Class "C" Asphalt Concrete	185 Ton	43.00	7,955.00
12-inch Culvert Pipe	40 Lin. Ft.	20.00	800.00
Guard Rail, Type 2A	75 Lin. Ft.	15.00	1,125.00
Guard Rail, Type 3	100 Lin. Ft.	24.00	2,400.00
Guard Rail Anchors, Type 1	3 Each	350.00	1,050.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Type 1 Fence	305 Lin. Ft.	3.50	1,067.50
Loose Riprap, Class 400	15 Cu. Yd.	30.00	450.00
Bridge Removal Work	50% All Required		4,000.00
Structure Excavation	55 Cu. Yd.	12.00	660.00
Special Back Fill	35 Ton	25.00	875.00
Furnish Pile Driving Equipment	50% All Required		7,000.00
Furnish 14-inch Prestressed Concrete Piling	660 Lin. Ft.	16.25	10,725.00
Drive Prestressed Concrete Piling	660 Lin. Ft.	1.50	990.00
Furnish HP 10X42	550 Lin. Ft.	16.00	8,800.00

Drive Steel Piles	550 Lin. Ft.	1.50	825.00
Steel Sheet Piling	600 Lin. Ft.	25.00	15,000.00
Structural Concrete			
Class 3300 (52 C.Y.)	46% All Required		15,456.00
4'x20'/25' Prestressed Slabs	16 Each	1,400.00	22,400.00
4'x30'/35' Prestressed Slabs	8 Each	1,730.00	13,840.00
Reinforcement	42% All Required		2,625.00
Metal Bridge Rail	153 Lin. Ft.	25.00	3,825.00
			\$ 162,753.50

Anticipated Items

Permanent Pavement Striping	50% All Required		\$ 375.00
Temporary Erosion Control	50% All Required		250.00
Roadside Seeding and Mulching	50% All Required		250.00
			\$ 875.00
	Subtotal	\$	163,628.50
	Engineering		22,089.50
	Total	\$	185,718.00

Type Code X081

Structure, Bridge No. 16665 (Sta. 14+97 to Sta. 15+86)

Mobilization	50% All Required		\$ 3,250.00
Temporary Protection and Direction of Traffic	50% All Required		2,250.00
Temporary Signs	110 Sq. Ft.	8.00	880.00
Temporary Continuous Rail Traffic Barriers	400 Lin. Ft.	6.00	2,400.00
Temporary Guard Rail, Type 1	165 Lin. Ft.	14.00	2,310.00
Temporary Traffic Signal Installation	2 Each	6,250.00	12,500.00
Flagmen	50 Hour	15.00	750.00
Clearing and Grubbing	35% All Required		875.00
Removal of Structures and Obstructions	50% All Required		75.00
Embankment in Place	190 Cu. Yd.	10.00	1,900.00
1"-0 Aggregate Base	250 Ton	13.50	3,375.00
Class "B" or Class "C" Asphalt Concrete	130 Ton	43.00	5,590.00
Guard Rail, Type 2A	55 Lin. Ft.	15.00	825.00
Guard Rail, Type 3	95 Lin. Ft.	24.00	2,280.00
Guard Rail Anchor, Type 1	1 Each	350.00	350.00

Rail-End Pieces, Type C	2 Each	100.00	200.00
Type 1 Fence	195 Lin. Ft.	3.50	682.50
Bridge Removal Work	50% All Required		4,000.00
Structure Excavation	150 Cu. Yd.	12.00	1,800.00
Special Backfill	50 Ton	25.00	1,250.00
Furnish Pile Driving Equipment	50% All Required		7,000.00
Furnish HP 10x42 Steel Piling	910 Lin. Ft.	16.00	14,560.00
Drive Steel Piles	910 Lin. Ft.	1.50	1,365.00
Structural Concrete, Class 3300 (60 C.Y.)	54% All Required		18,144.00
80'/90' Prestressed Bulb-Tee Beams	4 Each	11,000.00	44,000.00
Reinforcement	58% All Required		3,625.00
Metal Bridge Rail	219 Lin. Ft.	25.00	5,475.00
			\$ 141,411.50

Anticipated Items

Permanent Pavement Striping	50% All Required	\$ 375.00
Temporary Erosion Control	50% All Required	250.00
Roadside Seeding and Mulching	50% All Required	250.00
Douglas Electric Co-op	All Required	650.00
		\$ 1,525.00
	Subtotal	\$ 142,936.50
	Engineering	19,295.50
	Total	\$ 162,232.00

Length of Structure

0.038 mi.

SUMMARY OF FUNDS (88.15%)

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>County Funds</u>
Bridge No. 16664	\$ 185,718.00	\$ 163,710.00	\$ 11,004.00	\$ 11,004.00
Bridge No. 16665	162,232.00	143,008.00	9,612.00	9,612.00
Total	\$ 347,950.00	\$ 306,718.00	\$ 20,616.00	\$ 20,616.00

Group 1 100%
Contract No. 9676
Prefix: 510-1918
Prefix: 510-1024

Noel & Eslick Creek Bridges
Nonparticipating Work

Single Mailbox Supports	1 Each	100.00	\$	100.00
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7476
OREGON STATE HIGHWAY DIVISION
SALEM, OR JULY 15, 1986

Shultz

FEDERAL AID PROJECT NO. RS-A409(5)

NOEL CR. & ESLICK CR. BRIDGE
COUNTY ROAD
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE

<u>ITEM</u>	<u>UNIT PRICE</u>	<u>ORIGINAL QUANTITY</u>	<u>ORIGINAL AMOUNT</u>	<u>REVISED QUANTITY</u>	<u>REVISED AMOUNT</u>
Embankment in Place	10.00	970	\$ 9,700	743	\$ 7,430.00
					DECREASE \$2,270.00

SUBTOTAL of Type Code X080 Previous Estimate of February 6, 1985	\$198,726.00
(-)	1,135.00
TOTAL	<u>\$197,591.00</u>

SUBTOTAL of Type Code X081 Previous Estimate of February 6, 1985	\$171,500.00
(-)	1,135.00
TOTAL	<u>\$170,365.00</u>

Length of Project ----- 0.038 miles

SUMMARY OF FUNDS

<u>DESCRIPTION</u>	<u>APPN CODE</u>	<u>PRO RATA</u>	<u>TOTAL COST</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>	<u>COUNTY FUNDS</u>
BR #16664	075	88.15	\$197,591	\$174,176	\$11,708	\$11,707
BR #16665	075	88.15	170,365	150,176	10,095	10,094
TOTAL			<u>\$367,956</u>	<u>\$324,352</u>	<u>\$21,803</u>	<u>\$21,801</u>

Subjob 010: 0%; Subjob 011: 100%
Contract No. C09676
Prefix: C510-1918
Prefix: C510-1024

DDB:pf

June 9, 1986

CON 5 - #9676

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

On February 25, 1986, we wrote to you concerning release of final payment on Contract No. 9676 awarded to Holst Const. Co. for work on the Noel & Eslick Creek Bridges Section of Lower Smith Creek Road in Douglas County.

Final payment on this contract is \$1,100.94 and the total contract amount is \$308,228.27. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Holst Const. Co.
P.O. Box 1049
Oakridge, OR 97463

Employers Insurance of Wausau
9400 S.W. Beaverton Hwy., Ste. 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
James J. Gix

jc

cc: OSHD (Rulien)

9676 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Douglas	DIVISION Oregon														
DATE OF REPORT April 8, 1986	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-A409 (5)														
COMPLETION DATE (Actual) June 20, 1984	ACCEPTANCE DATE BY CONTRACT AGENCY February 20, 1986	TIME ELAPSED 100%	CONTRACT TIME 120 CD														
LOCATION Noel Creek and Eslick Creek Bridges on FAS A409 (Lower Smith River Road) in Douglas County																	
The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over \$500,000) A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.																	
REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.																	
RECEIVED STATE HWY ENGR APR 29 '86 REFER TO <i>Fredrickson</i> FOR <table border="1" style="font-size: 8px; margin: 0 auto;"><tr><td>Info</td><td>Inves</td><td>R/D</td><td>D R</td><td>Sign</td><td>Act</td><td>File</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table> 1. <u>Description of Improvement as Programed:</u> A. Grading and paving of bridge approaches. B. Construction of an 82' x 32' prestressed concrete slab structure across Noel Creek. C. Construction of an 89' x 32' prestressed concrete deck girder structure across Eslick Creek. D. Performance of such additional and incidental work as is called for by the specifications and plans. 2. <u>Contractor's Name:</u> Holst Construction 3. <u>Contract Amount:</u> \$308,228.27 4. <u>CERTIFICATION:</u> I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.				Info	Inves	R/D	D R	Sign	Act	File							
Info	Inves	R/D	D R	Sign	Act	File											
Signature (SHD Official) <u><i>C. O. Fredrickson</i></u>																	
Title <u>Construction Engineer</u>																	
ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION															
SIGNATURE <u><i>H. M. Bryant</i></u>		SIGNATURE <u><i>G. K. Hammer</i></u>															
TITLE Area Engineer	DATE 4-24-86	TITLE Field Operations Engineer	DATE 4/25/86														



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 6, 1986

TO: Oregon Transportation Commission

FROM: *[Signature]*
Larry Rulien
for State Highway Engineer

In Reply Refer to
File No.

CON 5
9676

SUBJECT: Request for Increase in Project Authorization
Noel Creek and Eslick Creek Bridge Section
FAS 409 (Lower Smith River Road), Douglas County
Contract No. 9676

This federal-aid Rural Secondary project has been completed and it is now apparent that the final cost will exceed the project authorization by \$19,800 or six percent.

Contract plans designated that the existing base and pavement was to remain in place, with leveling and new wearing courses to be placed over the top. During construction it became apparent that the existing roadbed lacked sufficient strength to warrant saving. It then was necessary to construct a completely new subgrade, adding more than \$6,200 to the cost of the project.

Because the original quantity was underestimated, it was necessary to overrun the special backfill material adjacent to abutment walk by approximately \$2,900 in order to construct the project to the planned line and grade.

Construction engineering charges were higher than anticipated due to the nature and complexity of the project, and to the need to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase except \$9,800 is eligible for federal participation.

I recommend that the authorization be increased by \$19,800 to a new total of \$367,864.78. This matter will be on the consent calendar for the February 18 meeting.

LR:HHP:mk

cc: Fred Miller
C. O. Fredrickson
J. J. Gix

R. W. Gormsen
V. E. Skoog
George Bell



STATE OF OREGON

Highway Construction

378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 6, 1986

FROM: *for* *H. H. Batterson*
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Noel Creek and Eslick Creek Bridge Section
FAS 409 (Lower Smith River Road), Douglas County
Contract No. 9676

NOTED
W. E. SCHWARTZ

This federal-aid Rural Secondary project has been completed and it is now apparent that the final cost will exceed the project authorization by \$19,800 or six percent.

Contract plans designated that the existing base and pavement was to remain in place, with leveling and new wearing courses to be placed over the top. During construction it became apparent that the existing roadbed lacked sufficient strength to warrant saving. It then was necessary to construct a completely new subgrade, adding more than \$6,200 to the cost of the project.

Because the original quantity was underestimated, it was necessary to overrun the special backfill material adjacent to abutment walk by approximately \$2,900 in order to construct the project to the planned line and grade.

Construction engineering charges were higher than anticipated due to the nature and complexity of the project, and to the need to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase except \$9,800 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$19,800. Also attached is a copy of the Expected Over-run of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
F. D. Morrison
D. L. Trout

J. E. Bishop
B. M. Walton

NOTED
SCHWARTZ

RECEIVED						
STATE HWY ENGR						
FEB 5 '86						
REFER TO						
FOR						
Info	Invt	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORTFOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

Noel Creek & Eslick Creek
Bridges

WEEK ENDING

6-23-84

SECTION PREFIX

510-1024

HIGHWAY FAS-A409

Lower Smith River Road

COUNTY

Douglas

NAME OF JOB

KIND OF WORK

Grading, Paving, and Structures

CONTRACTOR

Holst Construction Co.

CONTRACT NUMBER

9676

FEDERAL AID PROJECT NUMBER

RS-A409 (5)

DATE OF CONTRACT

7-20-83

DATE WORK STARTED

8-22-83

ESTIMATED COMPLETION DATE

6-20-84

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

7

SUPERVISION:

2

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 120

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 120

PERCENT OF TIME ELAPSED

100%

PROJECT AUTHORIZATION:

\$ 348,064.78

EXCLUSIVE OF ENGINEERING:

\$ 320,464.93

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING:

\$ 316,000.00

ENGINEERING
AUTHORIZATION

\$ 48,500.00

ENGINEERING
COST TO DATE

\$ 48,500.00

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

96.73%

ESTIMATED PERCENT: ~~OSKINSON~~
UNDERRUN

3.3%

PERCENT OF
AUTHORIZATION

100%

DATE PROJECT WAS COMPLETED:

6-20-84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%	100%	100%			
		GRADING	Agg. Base SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)		970 CY	680 ton				315 ton
TOTAL QUANTITIES CORRECTED TO DATE		970 CY	680 ton				36 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		700 CY	678 ton				367 ton
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

10-CY dump truck, post hole auger, Hubler Grader, 1-ton truck,
hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Noel	Eslick					
	16664	16665					
PERCENT	100%	100%					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6-17	fair	1		
MONDAY 18	fair	1		
TUESDAY 19	fair	1		
WEDNESDAY 20	cloudy, rain	1		
THURSDAY				
FRIDAY				
SATURDAY				

CE. FAE RECEIVED LS. TC.
COE. OM SA. CC.
CA. JUL 05 1984 FE.
CAM. MA.
EP. CONSTRUCTION QCS.
EEO. SECTION FILE.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

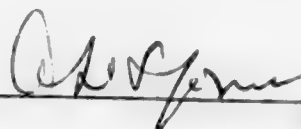
SUNDAY 6-17	No activity.
MONDAY 18	Noel: Placed base rock and dressed up shoulders. Seed and mulched all slopes. Cut off pilings beneath bridge. Continued cleanup. Eslick: Placed base rock and dressed up shoulders. Seeded and mulched all slopes. Set all guardrail post except anchor post.
TUESDAY 19	Noel: Set all guardrail post and poured guardrail anchors. Set fence posts. Eslick: Poured guardrail anchors and set fence post. Cut off pilings beneath bridge. Continued cleanup.
WEDNESDAY 20	Noel: Hung guardrail and strung fence wire. Bridge complete except for cleanup. Eslick: Hung guardrail and strung fence wire.
THURSDAY 21	Noel: Clean up of site. PROJECT COMPLETED. Eslick: Cleanup. PROJECT COMPLETED.
FRIDAY	
SATURDAY	

REMARKS

STATUS: Completed shoulder dressing, installed guardrail and fencing. Completed seeding and mulching of all slopes as directed by Engineer and finished site cleanup.

JUNE 20, 1984: PROJECT COMPLETED. This is the last weekly submitted for this project.

SIGNED



LOCATION

Eugene

ASH Jones, OBEC Constr. Supervisor

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

February 7, 1984

Holst Construction Co.
76700 High Prairie Road
Oakridge, OR 97463

CON

Time Extension Request
Noel Creek & Eslick Creek Bridges
Contract No. 9676
FAP No. RS-A409(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed. According to project records, the Douglas Electric Co-op poles and lines were moved by July 29, 1983 and the telephone lines were moved by August 3. Both utilities were relocated in a reasonable period of time and this portion of your request is denied. A contract time adjustment of one additional calendar day is granted due to the additional quantity of piling driven at Eslick Creek Bridge, and a contract time adjustment of two additional calendar days is granted for the delay encountered in having the power lines covered at Eslick Creek Bridge. Therefore, the adjusted contract time of completion for this project is 123 calendar days.

Should you wish to further review this matter, or to submit additional data, please contact Project Manager Jerry Bishop.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc C. O. Fredrickson

Jim Gix w/att.

Frank Morrison w/att.

FHWA w/att.

Jerry E. Bishop w/att.

Bob Church (Note: The two C.D. Utility delay is N-P, the one C.D. overrun is P)



STATE OF OREGON

INTEROFFICE MEMO

TO: J. X. Wilson, Region Const. Engr.

DATE: 1-9-84

FROM: *F. D. Morrison*
F. D. Morrison, Project ManagerSUBJECT: Contractors Request for Adjustment of Contract Time
Noel Creek & Eslick Creek Bridges
Smith River Road - Douglas County
Contract No. 9676

Attached is the contractor's request for adjustment of contract time on the above subject section.

I agree with the consultants recommendation of three (3) additional Calendar Days for the delays due to Douglas Electric covering buried lines and the splicing and driving extra piling at Eslick Cr. Br.

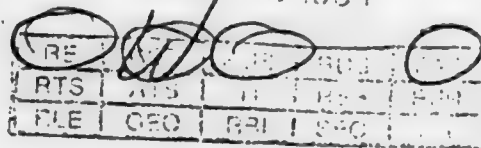
I talked to John Quiner II about these delays and feel that 3 days is fair.

Attch:

1-30-84

W. E. Schwartz -

I concur with Region and Project Mgr. and recommend a 3 C.D. time extension due to added pile driving (1 C.D.) and utility delay (2 C.D.).
The utility delay is FHWA N-P.

W. E. Schwartz

1-16-84

CC: O. B. Jackman - Have not yet received add. data from OBEC I requested on pile splices. If & when we agree to pay for splices, then this time request should be approved.

J. X. W.

11 16
OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 1 1984

FEDERAL AID PROJECT NO. RS-A409(5)

NOEL CR. & ESLICK CR. BRIDGE SECTION
FAS 409 (LOWER SMITH RIVER ROAD)
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE, BR. NO. 16664 (Sta. 13+00 to Sta. 13+82)

Subtotal of previous estimate of August 10, 1983 \$163,628.50

PREVIOUS ESTIMATE

1"-0 Aggregate	430 Ton	13.50	\$ 5,805.00
Furnish HP 10x42 Steel Piling	1,460 Lin. Ft.	16.00	23,360.00
			<u>\$ 29,165.00</u>

REVISED ESTIMATE

1"-0 Aggregate	600 Ton	13.50	\$ 8,100.00
Furnish HP 10x42 Steel Piling	1,540 Lin. Ft.	16.00	24,640.00
			<u>\$ 32,740.00</u>

Increase	\$ 3,575.00
SUBTOTAL	\$167,203.50
Engineering	25,080.50
TOTAL	<u>\$192,284.00</u>

TYPE CODE X081
STRUCTURE BR. NO. 16665 (Sta. 14+97 to Sta. 15+86)

Subtotal of previous estimate of August 10, 1983 \$142,936.50

SUBTOTAL	\$142,936.50
Engineering	21,439.50
TOTAL	<u>\$164,376.00</u>

Length of Structure ----- 0.038 mi.

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Bridge No. 16664	\$192,284	\$169,498	\$11,393	\$11,393
Bridge No. 16665	<u>164,376</u>	<u>144,896</u>	<u>9,740</u>	<u>9,740</u>
TOTAL	\$356,660	\$314,394	\$21,133	\$21,133

Group 1: 100%
Contract No. 9676
Prefix: 510-1918
Prefix: 510-1024

RHZ:pf

62



CON 5

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: Gary Potter
Manager, Program Section DATE: December 15, 1983
ATTN: Harold Reynoldson

FROM: Jack Ayres *JA*
Region Federal Aid Specialist

SUBJECT: Foundation Test Drilling
Eslick Creek Bridge
Douglas County

Attached is an original billing from our accounting section and a letter request from Douglas County requesting that payment of this bill be deferred until project completion.

I concur with their request.

ja/cp
attach.
cc: Walt Hart
Frank Morrison

*12-29-83
Accounting Section
says ok. to delay
county payment.
G*

PROGRAM SECTION
MANAGER *JA* PROJECT UNIT *J* ✓
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO *Local Programs*
FOR _____



COUNTY ENGINEER DEPARTMENT

KENNETH ERICKSON, COUNTY ENGINEER

ROOM 219 - COURTHOUSE
ROSEBURG, OREGON 97470
(503) 440-4210

Water Resources Division
440-4255

Engineering Division
440-4481

December 13, 1983

Mr. Jack Ayres
Region Federal Aid Specialist
Department of Transportation, Highway Division
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

RE: Eslick Creek Bridge, Foundation Investigation

Dear Jack:

Please consider this our formal request to postpone payment for the foundation investigation work done by the state forces on Eslick Creek Bridge (#48-9.45) on County Road #48 (Smith River Road) at mile point 9.45, until the completion of the project. At this time, when final costs are assessed, we will remit whatever balance is not covered in our matching fund.

Sincerely,


Kenneth Erickson
County Engineer

KE:s1

cc: Rosalyn Wickham, State Highway Dept.
Terry Bounds, Bridge & Facilities Engineer

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

Noel Creek & Eslick Creek
Bridges

WEEK ENDING

12-10-83

SECTION PREFIX

510-1024

COUNTY

Douglas

NAME OF JOB

KIND OF WORK

Grading, Paving and Structures

CONTRACTOR

Holst Construction Co.

CONTRACT NUMBER

9676

FEDERAL AID PROJECT NUMBER

RS-A409 (5)

DATE OF CONTRACT

7-20-83

DATE WORK STARTED

8-22-83

ESTIMATED COMPLETION DATE

6-1-84

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

2

SUPERVISION

1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

120

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED

111

PERCENT OF TIME ELAPSED

92.5%

PROJECT AUTHORIZATION:

348,064.73

EXCLUSIVE OF ENGINEERING:

320,464.93

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING

304,732.63

ENGINEERING
AUTHORIZATION

48,500.00

ENGINEERING
COST TO DATE

40,750.00

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

92.71%

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

92.75%

ESTIMATED PERCENT: ~~UNDERRUN~~

UNDERRUN

4.91%

PERCENT OF
AUTHORIZATION

84.9%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%		60%	80%	0			
			Agg. Base				
		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)		970 CY	680 ton				315 ton
TOTAL QUANTITIES CORRECTED TO DATE		970 CY	900 ton				315 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		400 CY	841 ton				0
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							
EQUIPMENT USED DURING THE WEEK:							

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Noel 16664	Eslick 16665						
PERCENT	100%	100%						
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY				
SUNDAY 12- 4	cloudy, rain	0						
MONDAY 5	cloudy, rain	0						
TUESDAY 6	cloudy, rain	0						
WEDNESDAY 7	cloudy, rain	0						
THURSDAY 8	cloudy, rain	0						
FRIDAY 9	cloudy, rain	0						
SATURDAY 10	cloudy, rain	0						

RECEIVED
 DEC 12 1983
 CONSTRUCTION
 SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 12- 4	No activity.
MONDAY 5	No activity.
TUESDAY 6	Install guard rail at west end of Eslick Creek and left side Bent #1 at Noel Creek. In stall fence on right side from Bent #4 to end of project.
WEDNESDAY 7	No activity.
THURSDAY 8	No activity.
FRIDAY 9	No activity.
SATURDAY 10	No activity.
REMARKS	
Status: Project shut down due to weather. This is the last report <u>until work resumes</u> when weather permits.	
SIGNED <u></u> LOCATION <u>Eugene</u> ASH Jones, OBEC	

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

510-1914 510-1920
510-1918 510-1923

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION				D.O. VOUCHER NO.	
12-V-13 FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117				STATE VOUCHER NO.	
Appropriation:				DATE	
The United States, Dr., TO <u>Treasurer of the State of Oregon</u>				FHWA SCHEDULE NO.	
Address <u>Capitol Bldg. - Salem, OR 97310</u>				PAID BY	
STATE <u>Oregon</u>		FEDERAL AID PROJECT NO. <u>RS-A409(4)</u>			
PROGRAM APPROVED		VOUCHER PERIOD From: <u>1-11-83</u> To: <u>6-8-83</u>			
FINANCIAL DATA					
TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
\$1,227.06	\$1,227.06	88.15%	\$1,081.65	\$1,081.65	\$ 0.00
2,607.26	2,607.26	88.15%	2,298.30	2,298.30	0.00
2,515.41	2,515.41	88.15%	2,217.33	2,217.33	0.00
730.21	730.21	88.15%	643.68	643.68	0.00
\$7,079.94	\$7,079.94	88.15%	\$6,240.96	\$6,240.96	\$ 0.00
<i>The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.</i>					
SIGN <u>Oregon</u> State Highway Agency ORIGINAL ONLY By <u>Controller</u> Authorized Officer Date <u>12/8/83</u>					
I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.					
Amount submitted \$ <u>0.00</u>					
Adjustments \$ _____					
Amount Approved \$ _____					
SIGN ORIGINAL COPY Signature of Authorized FHWA Representative Date _____					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATION (Payee must not use this column)
	<u>Smith River Road (4) Bridge Section</u> <u>County Road in Douglas County</u>					
	<u>Preliminary Engineering</u>					
	<u>Type Code P.E.</u>					
	State (510-1918)	All Required			\$2,535.79	
	State (510-1919)	All Required			2,346.05	
	State (510-1920)	All Required			1,227.06	
	State (510-1923)	All Required			664.95	
	Total Participating Preliminary Engineering				\$6,773.85	
	<u>Misc. Project Cost (Pre-Award Evaluation)</u>					
	State (510-1918)	All Required			\$ 71.47	
	State (510-1919)	All Required			169.36	
	State (510-1923)	All Required			65.26	
	Total Participating Misc. Project Cost				\$ 306.09	
	Total Participating Project Cost				\$7,079.94	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/17/83.					
AMOUNT CARRIED FORWARD						

802		Q75 BILLING NUMBER 23		OREGON STATE HIGHWAY DEPARTMENT FHA BILLING VOUCHER		12/29/83		PAGE 63		
PREFIX	GRP	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
508-1925	1#	RS	-A301-001	42,169.29	49,602.33	85.27	42,169.29	42,169.29		
508-2505	1#	RS	-A301-002	29,162.93	33,072.05	88.18	29,162.93	29,162.93		
508-1063	1#	RS	-A301-003	290,715.26	329,989.82	88.18	290,715.26	290,715.26		
517-1003	1#	RS	-A323-001	906,967.67	1028,893.39	88.15	906,967.67	906,967.67		
517-1910	1#	RS	-A323-001	50,170.13	58,680.83	85.80	50,170.13	50,170.13		
517-2513	1#	RS	-A323-001	957,137.80	1,172.54	85.80	957,137.80	957,137.80		
PROJ TOTALS				1094,432.97	1087,364.63					
17-1019	1	RS	-A338-001	174,539.00	19.06	88.15	16.80	16.80		
17-1937	1	RS	-A338-001	18,604.00	17,076.01	88.18	14,977.84	14,977.84		
PROJ TOTALS				193,143.00	17,095.07		14,994.64	14,994.64		
515-1908	1	RS	-A363-001	20,714.00	100.76	88.15	88.82	88.82		
515-1967	1#	RS	-A368-001	35,547.71	40,312.67	88.18	35,547.71	35,547.71		
315-2524	1#	RS	-A368-002	31,964.96	36,249.67	88.12	31,964.96	31,964.96		
515-1025	1#	RS	-A368-003	367,112.76	426,612.19	88.12	367,246.40	367,112.76		177.84 B
515-1025	8#	RS	-A368-003	50,578.69	52,399.59	88.12	50,595.21	50,578.69		18.52 B
PROJ TOTALS				417,691.45	473,850.77		417,841.61	417,691.45		150.16
510-1025	1	RS	-A390-001	464,942.00	422,776.64	88.15	372,591.81	297,269.59		75,322.22
510-1917	1	RS	-A390-001	4,230.00	3,292.14	88.15	2,902.02	2,902.02		
PROJ TOTALS				469,172.00	426,068.78		375,493.83	300,171.61		75,322.22
510-1918	1	RS	-A409-004	2,298.30	2,607.26	88.15	2,298.30	2,298.30		
10-1919	1#	RS	-A409-004	2,217.33	2,515.41	88.15	2,217.33	2,217.33		
10-1920	1#	RS	-A409-004	1,081.65	1,227.06	88.15	1,081.65	1,081.65		
510-1923	1#	RS	-A409-004	643.68	730.21	88.15	643.68	643.68		
PROJ TOTALS				8,240.96	7,079.94		6,243.96	5,240.96		
510-1024	1	RS	-A409-005	306,718.00	318,009.00	88.15	280,310.24	279,372.77		977.82
510-1022	1	RS	-A409-006	148,489.00	146,936.69	88.15	129,519.36	129,328.96		190.40
506-1979	1	RS	-A426-001	14,544.00	15,922.58	88.15	13,896.46	13,896.46		
506-1084	1	PS	-A426-002	147,060.00	81,193.42	88.15	71,572.00	71,568.74		3.26
506-1977	1	RS	-A432-001	18,150.00	6,008.53	88.15	5,296.52	4,026.34		1,269.20
520-1029	1#	PS	-A462-001	1022,873.68	1160,186.54	88.18	1022,873.68	1022,873.68		

STAVELAND STOCKWAY	CONT NO	FA PROJ NOS PS	AMOUNT	DATE	STATE
	510	00 N 9	573 90CP	1-021 65CP	
	510	00 N 9	573 90	1-021 65	
	510	00 P 1	573 00	441 52	
	510	00 P 1		24 24	
	510	00 P 1		5 24	
	510	00 P 1		142 65	
	510	00 P 1		520 65	
	510	00 P 1		34	
TOT					
## JOB TOTALS ##					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS	NOVEMBER 1983	PAGE 688
DESCRIPTION	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	9 00	1-227 06
TOT	9 00	1-227 06
## JOB TOTALS ##		

ESLICK CREEK WITH P PO/8P	CONT NO	FA PROJ NOS PS	AMOUNT	DATE	STATE
	510	00 N 9	61 41	102 81CP	
	510	00 N 9	61 41CP	643 68	
	510	00 P 1		373 23	
	510	00 P 1		24 24	
	510	00 P 1		65 26	
	510	00 P 1		5 33	
	510	00 P 1		142 24	
	510	00 P 1		111 92	
	510	00 P 1	69 67CP	130 21	
	510	00 P 1	69 67CP	730 21	
TOT			69 67CP		
## JOB TOTALS ##					

HUDSON SLOUGH BRIDGE	CONT NO	FA PROJ NOS BPS	AMOUNT	DATE	STATE
	510	00 N 9	29 529 20CP	29 529 20CP	
	510	00 N 9	26 000 00	26 000 00	
	510	00 P 1	23 529 20	23 529 20	
	510	00 P 1	23 000 00	23 000 00	
	510	00 P 1	276 00	276 00	
	510	00 P 1	204 24	204 24	
	510	00 P 1	176 23	176 23	
	510	00 P 1	173 10	173 10	
	510	00 P 1	173 10	173 10	
TOT			173 10		
## JOB TOTALS ##					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATION (Payee must not use this column)
	<u>Smith River Road (4) Bridge Section</u> <u>County Road in Douglas County</u>					
	<u>Preliminary Engineering</u>					
	<u>Type Code P.E.</u>					
	State (510-1918)	All	Required		\$2,535.79	✓
	State (510-1919)	All	Required		2,346.05	✓
	State (510-1920)	All	Required		1,227.06	✓
	State (510-1923)	All	Required		664.95	✓
	Total Participating Preliminary Engineering				\$6,773.85	
	<u>Misc. Project Cost (Pre-Award Evaluation)</u>					
	State (510-1918)	All	Required		\$ 71.47	✓
	State (510-1919)	All	Required		169.36	
	State (510-1923)	All	Required		65.26	✓ 72.00
	Total Participating Misc. Project Cost				\$ 306.09	
	Total Participating Project Cost				\$7,079.94	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/17/83.					
AMOUNT CARRIED FORWARD						



STATE OF OREGON
HIGHWAY DIVISION

INTER-OFFICE MEMO
PRO

TO: Jim Gix
Region Engineer

FROM: *W. E. Schwartz*
W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Foundation Drilling
Eslick Creek Bridge
Smith River Road, Douglas County

DATE: November 21, 1983

Recently the Department's Accounting Section submitted an invoice to Douglas County for the costs of foundation drilling at the subject bridge site and the invoice has been returned without payment. As you are aware the County used the services of a consultant for the preliminary engineering and as stated in the State-County agreement, "The preliminary engineering and design services furnished by the consultant will be at the sole expense of the County with no participation by the State or Federal Highway Administration." Then on page 3, paragraph 5, the agreement states, "County, or its consultant, shall conduct the necessary field surveys and hydraulic studies, perform all preliminary engineering and design work required to prepare plans, specifications and estimates, etc."

In addition, an Order to Render Service was prepared on December 9, 1982, based on an oral request from the consultant, for state forces to accomplish the foundation investigation, and bill the consultant for same. We do not have a copy of the preliminary engineering agreement between the consultant and County which sets forth the work to be accomplished by the consultant.

Based on the above, it is our opinion that the State should be reimbursed for the foundation investigation costs as previously billed to the County.

Another factor involved is that almost all of the foundation drilling was accomplished prior to FHWA approval and authorization for the project, and are therefore nonparticipating.

cc H. S. Coulter
Gary Potter
V. E. Skoog

CL:bkb st

*But apparently
this office prepared
this - ?*

PROGRAM SECTION
MANAGER *JD* PROJECT UNIT *SV*

NOV 25 1983

MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO *State & Fed Aid & Local*
FOR _____

Program



CON 5

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: Gary Potter
Manager, Program Section DATE: August 25, 1983
ATTN: Harold Reynoldson

FROM: Jack Ayres *JA*
Region Federal Aid Specialist

SUBJECT: Foundation Drilling
Eslick Creek Bridge
Douglas County

I am enclosing with this letter a billing from the Highway Division to Douglas County. After reading paragraph 4 of the Preliminary Engineering and Construction - Finance Agreement 7782 which states "Preliminary engineering and design services furnished by the consultant will be at the sole expense of the county without federal or state participation." I do not believe that it was ever the intent for the consultant to perform the foundation investigation work. Therefore, the conditions of paragraph 4 should not apply.

It is the normal policy in bridge construction work performed by OBEC that a request is made for the state drill crew to perform foundation investigations. The consultant agreement between OBEC and Douglas County in no way mentions foundation drilling being an item for which OBEC is responsible.

Also attached is a letter from Jim Gosson to Bob Parkhill, both of whom are county employees, which indicates that a request and arrangements had been made to perform drilling work.

When all of the facts are lumped together it appears that due to the time constraints involved in getting this project to the bid letting stage we possibly moved ahead prior to analyzing the full extent of how funding would be made.

I believe at this stage of the game federal participation should be requested in that foundation investigations are normally required for bridge work.

ja/cp
attach.

plc R/D

40
MANAGER *40* PROJECT UNIT *✓*
AUG 27 1983
NTH. ASSIST. PROGRAM UNIT
11/1/83



HIGHWAY DIVISION INVOICE

INVOICE NUMBER
137365

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE
8/3/83

YOUR ORDER NUMBER

BILLING REQ. NUMBER
CA 1801

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
DOUGLAC						
- Douglas County - Room 219 Courthouse - Roseburg, OR 97470		351	01			\$5,104.00
	10-8289	296	00	000		5,104.00
	10-8289	299	00	000		(5,104.00)

DESCRIPTION	TOTAL PRICE
Foundation Investigation Work done on Smith River Rd. at Eslick Creek Bridge (M.P. 9.45)	
Labor	\$3,292.10
Drilling Materials	1,040.30
Equipment Rental	771.60
AMOUNT DUE	\$5,104.00
Final Billing A/C 110.00	
IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT: PH: _____ FOR CORRECTNESS OF CHARGES OR Rosalyn Wickham PH: 378-5034 PREPARER OF INVOICE	

734-1150 (7-81)

734-1150 (7-81)

JFG:mh

xc: OBEC
L. E. Busenbark



DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR

ROOM 219 -- COURTHOUSE,
ROSEBURG, OREGON 97470
(503) 440-4208

James F. Gosson, Asst. Director
JUSTICE BUILDING, ROOM 103
(503) 440-4481

W. C. "Bill" Bowne
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
(503) 440-4481

County Shop
2586 N.E. DIAMOND LAKE BLVD.
(503) 440-4288

December 1, 1982

MEMO

TO: Bob Parkhill

FROM: J. F. Gosson

SUBJECT: Foundation drilling, Eslick Creek Bridge

We have made arrangements with the State Highway Department to do some foundation drilling at the Eslick Creek Bridge in the next week or so. In order for them to do the work, it looks like we will have to take down a section or two of guardrail and pull a post or two.

Would it be possible for Dave and his crew to do it and replace it when the state crew is finished? If so, Dave could work directly with Jim Bilderback, the supervisor here in Roseburg. His phone number is 440-3434.

It would be a good idea also if Dave would arrange for the telephone cable to be toned out.

JFG:mh

xc: OBEC
L. E. Busenbark

Oregon State Highway Commission
Order to Render Service
 (Or to Furnish Materials)

Party Requesting Service:

~~O.B.E.C. Consulting Engineers~~
~~244 Country Club Road~~
~~Eugene, Oregon 97401~~

S/B Billed Douglas County
per John Christofferson
2/24/83
RECEIVED
DEC 16 1982
DEC 19 1982

Order No. 1

Date December 19, 1982

By: Dale Carter, Senior Project Engineer

Prefix and account number to which work is to be charged 010-8289-199

(Official Capacity)

Description and Location of Work To Be Performed or Materials To Be Furnished:

This order is for Foundation investigation work by State Forces on Smith River Rd. at Eslick Creek Bridge (M.P. 9.45) in Douglas County per agreement between OSHD, Douglas Co., and the Consultant Engineers.

Samples to be delivered to OBEC at job completion.

Estimate of Quantities and Cost

Drilling estimated 240' of hole @ 25\$/ft. = \$ 6,000.00
 additional expenses = 500.00

TOTAL ESTIMATED COSTS = \$ 6500.00

Basis of Payment:

- ☐ Monthly payments
☒ Single payment on completion of work
☐ Other basis as follows:

Amount of advance deposit (if any) \$ 00.00

Deposit received by Secretary on _____

Authority from Requisitionist:

- ☐ Agreement dated _____
☐ Letter to _____, date _____
☒ Oral request to Jack Ayres, date 11-10-82

Department Authority:

- ☐ Order of Highway Commission
☐ Order of State Highway Engineer
☒ Head of department issuing order

Field information submitted by Dale Carter, OBEC in letter dated November 30, 1982

Expected date of completion of work or delivery of materials December 22, 1982

Superintendent or engineer responsible for performance of work and submission of information for billing James A. Bilderback

Record of billing requests:

Number		
Date		
Amount		

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

Order prepared by W.C. Geology Department

Signed James A. Bilderback

RECEIVED
 Assist. Region Geologist

August 12, 1983

Holst Const. Co.
P. O. Box 1048
Oakridge, OR 97463

CON 5
#9676

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9676 for work on Noel and Eslick Creek Bridges on Lower Smith Creek Road (FAS A409) in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gornsen
COMMISSION SERVICES

dc
Encl.

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
F. D. Morrison
L. E. George



76700 HIGH PRAIRIE RD.
P.O. BOX 692

PH. 782-2880
OAKRIDGE, OREGON 97463

July 5, 1983

Robert W. Gormsen
COMMISSION Services
Department of Transportation
Transportation Building,
Salem, OR 97310

RE: MBE and WBE For
Noel Creek & Eslick Creek #9676
Bridge Section
FAS A 409 (Lower Smith River Bd.)
Douglas County

Dear Sir:

The Minority Contractor we are using on this project will be J & J Fencing, 694 Noth 34th St., Springfield, OR 97477 and Wm. Gilliland Construction Co., 22986 Hwy. #36, Cheshire, Or. 97419.

J & J Fencing will sub-contract the following items:

- #14 Guard Rail, Type 2A
- 15 Guard Rail, type 3
- 16 Guard Rail Anchors Type 1
- 17 Rail End Pieces type C
- 18 Type 1 Fence
- 20 Single Mailbox Supports
- 35 Metal Bridge Rail Their Contract will be in the amount of \$19,210.00

Wm. Gilliland Construction Co. will sub-contract Crane Service for items:

- #31 4"x20'/25' Prestressed Slabs
- 32 4"x30'/35' Prestressed Slabs
- 33 80"x90' Prestressed Bulb-tee Beams.

Their Contract will be in the amount of \$5,200.00

Yours very truly,

Effie Holst

Effie Holst.



CC Ray Turner



76700 HIGH PRAIRIE RD. PH. 782-2880
P.O. BOX 692 OAKRIDGE, OREGON 97463

July 1, 1983

Robert W. Gormsen
COMMISSION SERVICES
Department of Transportation
Transportation Building,
Salem, OR 97310

Re: Noel Creek & Eslick Creek #9676
Bridge Sections
FAS A 409 (Lower Smith River Rd.)
Douglas County

Dear Sir:

The Minority Contractor we are using on this project will be J & J Fencing, 694 North 34th St, Springfield, OR 97477.

We will be sub-contracting the guard rail, rail anchors and end pieces in the amount of \$11,190.00

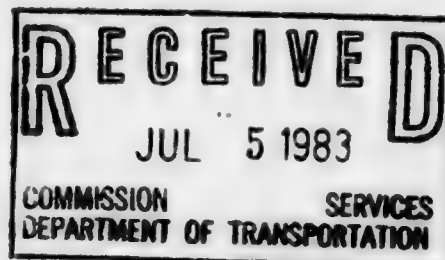
They will furnish bridge railing materials for \$8,020.00 .

J & J Fencing is a Minority-Owned Woman-Owned Business.

Yours very truly,

M.R. Holst

M. R. Holst.



cc Kay Turner



SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

HIGHWAY DIVISION INVOICE

INVOICE NUMBER

137365

DATE

8/3/83

YOUR ORDER NUMBER

BILLING REQ. NUMBER

CA 1801

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
DOUGLAC						
		351	01			5,104.00
• DOUGLAS COUNTY	10-8289	296	00	000		5,104.00
• ROOM 219 COURTHOUSE	10-8289	299	00	000		(5,104.00)
• ROSEBURG OR 97470						

DESCRIPTION

TOTAL PRICE

FOUNDATION INVESTIGATION
WORK DONE ON SMITH RIVER RD. AT ESLICK CREEK BRIDGE (M.P. 9.45)

LABOR	3,292.10
DRILLING MATERIALS	1,040.30
EQUIPMENT RENTAL	<u>771.60</u>
AMOUNT DUE	5,104.00

FINAL BILLING

A/C 110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

PH: _____ FOR CORRECTNESS OF CHARGES

OR ROSALYN WICKHAM

PH: 378-5034 PREPARER OF INVOICE



SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

HIGHWAY DIVISION INVOICE

DATE

8/3/83

YOUR ORDER NUMBER

INVOICE NUMBER

137365

BILLING REQ. NUMBER

CA 1801

CODE

DOUGLAC

PREFIX

FUNC

SUB
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OBJECT

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AMOUNT

- DOUGLAS COUNTY
- ROOM 219 COURTHOUSE
- ROSEBURG OR 97470

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296

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10-8289

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DRILLING MATERIALS
EQUIPMENT RENTAL

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771.60

AMOUNT DUE

5,104.00

FINAL BILLING

A/C 110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

PH: _____ FOR CORRECTNESS OF CHARGES

OR ROSALYN WICKHAM

PH: 378-5034 PREPARER OF INVOICE

↑
F
O
L
D

July 18, 1983

Mr. Homer Waters
Field Engineer
Douglas Electric Cooperative
P.O. Box 1327
Roseburg, Oregon 97470

RE: Aerial Power Line Relocation
Eslick Creek Bridge Section
FAS 409A (Lower Smith River Rd.)
Douglas County
Project No. RS-409A(4)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 31, 1983, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of June 20, 1983.

Reimbursement for the work performed on and subsequent to June 30, 1983, in the amount of \$685.85, will be made in accordance with Paragraph 7h(3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

JMC:jr

bc: D. E. Wilken, FHWA
D. E. Swan - w/att.
Pete Gonzalez - w/att.
James J. Gix w/att.
F. D. Morrison
J. E. Christopherson

NOTE TO CHRISTOPHERSON: Please prepare and submit a State Force Order for this work.

NOTED
V.E. SKOOG

PROGRAM UNIT
MANAGER *JP* PROJECT UNIT

JUL 19 1983

MAN. ASSIST. _____ PROGRAM UNIT _____

REPORT TO _____

FOR _____

RECEIVED

JUL 19 1

HIGHWAY ACCOUNTING

MH *RF*

Date: July 1, 1983

PRO

To: Bd. of Commissioners
Douglas County
Courthouse
Roseburg, Oregon 97470

Attn: Mr. Kenneth Erickson
Division of Public Works
1036 SE Douglas
Roseburg, Oregon 97470

Gentlemen:

On June 30, 1983, the Highway Division received a satisfactory bid from Holst Construction Company, P.O. Box 1048, Oakridge, Oregon 97463, for the Noel Creek and the Ecllick Creek Bridges on Lower South River road on FAS A409. This is an FAS-C Project, #RS-A409(5). Based upon the contractor's bid the County's advance deposit will be:

Contractor's Bid	\$ 304,265.00
Pavement Striping	750.00
Erosion Control	500.00
Seeding and Mulching	500.00
Douglas Elec. Corp.	650.00
4 1/2% Contingencies	13,799.93
9% Engineering	27,599.85
Est. Construction Cost	\$ 348,064.78
Est. P.E. Cost	12,000.00
Est. Total Cost of Project	\$ 360,064.78

Rec'd
7-20-83
Internal
Henry
+
Byron

County's share of the project cost is (6% of \$360,064.78) = \$21,603.89

By rounding, the County's advance deposit will be \$21,600.00.

We will award the contract when we receive your advance deposit, which should be in this office no later than July 22, 1983.

Douglas County
July 1, 1983
Page 2

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

Gary A. Potter, Manager
Program Section

HR:bks

bcc w/ad #83-45: Region 3 Federal-Aid Engineer, Jack Ayres
Vern Skoog - Please return completed AD # 83-45
when advance deposit is received.

NOTED
E. S. HUNTER

June 29, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager Program Section

SUBJECT: Aerial Power Line Relocation
and Minor Program Change
Douglas Electric Cooperative
Eslick Creek Bridge Section
FAS 409A (Lower Smith River Rd.)
Douglas County
Project No. RS-409A(4)

RECEIVED TECHNICAL SERVICES						
JUN 30 '83						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of a lump sum estimate of cost to adjust Douglas Electric Cooperative's facilities dated May 31, 1983.

A certification prepared by John E. Christopherson as to the Cooperative's rights in the land occupied by their facilities is in our files.

A copy of Douglas County's relocation letter to the Cooperative dated May 18, 1983 is enclosed.

An appropriate permit for the utility's proposed relocation will be issued by Douglas County.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Cooperative's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 20, 1983 and a minor program change to add actual utility adjustments to the character of the work, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is \$685.85.

JMC/GAP/11r

Enclosure

cc: E. S. Hunter
Jack M. Cartwright

June 16, 1983

ROW 18-4

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: Ernest J. Valach

FROM: *Jack M. Cartwright*
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation
Aerial Power Line Relocation
Douglas Electric Cooperative Inc.
Eslick Creek Bridge Section
Smith River Road
Douglas County
Project No. RS-A409(4)

Dear Mr. Valach:

Confirmation of your verbal authorization for a minor program change, adding actual utility adjustment to the character of the work and for Douglas Electric Cooperative Inc. to proceed with the relocation of their aerial power line facilities in conflict with this project as of June 20, 1983 is requested. An estimate of cost has been received from the Cooperative in the amount of \$686.00. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
June 20, 1983 is approved

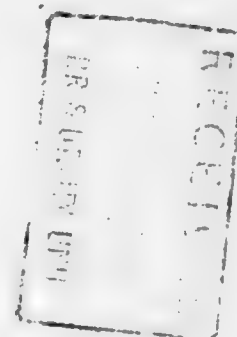
E. J. Valach
Ernest J. Valach
Program Development Engineer

JMC/lkm

cc: E. S. Hunter
D. E. Swan
James J. Gix
J. E. Christopherson
Pete Gonzalez

H
NOTED
E. S. HUNTER

RECEIVED TECHNICAL SERVICES						
JUN 20 '83						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Spec	Est	File



MEMO TO THE FILE
June 3, 1983
Page 2

phone, trying to get needed material and answers out of the consultants. This did not count the time spent by the spec writers trying to get answers.

In the case of the Croisan Creek Culvert, the City of Salem hadn't even applied for a Division of State Lands Removal/Fill Permit. On all of OBEC's jobs, they were feeding us bits and pieces of items that we needed to incorporate into the final specs and, in most of those cases, we had to ask for the information. As of Friday, May 27, we didn't even have estimates on the four structures in Douglas County because OBEC was still working on them.

I will be amazed if all of these jobs are ready for the June 30 bid opening. If they aren't, it won't be because we didn't try.

If there is a move afoot in the private sector to get a bigger slice of the preliminary engineering pie, then we need to fine-tune how we handle their products. It appears to me that there is no time saved in the Specifications Unit by having consultants develop the specifications.

We need to explore what we require of them and what we are really required to do in order to contract their work. Writing the Special Provisions for them is not the answer.

SHM:Ja

cc J. H. Versteeg

r11 U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. RS-A409(5)															
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See below															
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		4. PROGRAM NO. 5. ITEM NO. 30036															
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon		2A. COUNTY NAME Douglas															
7. DATE AUTHORIZATION EFFECTIVE 6/8/83		8. FEDERAL ROUTE NUMBER Secondary A409															
9. STATE ROUTE NUMBER County Road																	
10. GENERAL LOCATION: Noel Creek and Eslick Creek Bridge Section																	
11. GENERAL DESCRIPTION OF WORK Structures																	
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☐ OTHER (Specify)																	
13. REMARKS As requested in Mr. Potter's letter of 6/6/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of \$357,888 Federal Funds \$315,478 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. I accept the certifications of Mr. Rod Henry dated 5/31/83 that provisions of FHWA 7-5-1 have been complied with.																	
14. DATE 6/8/83		15. SIGNATURE OF APPROVING OFFICIAL 															
16. TITLE for Division Administrator		RECEIVED STATE HWY ENGR JUL 14 '83 REFER TO Potter FOR <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: 8px;">Info</td> <td style="font-size: 8px;">Inves</td> <td style="font-size: 8px;">R/D</td> <td style="font-size: 8px;">D/R</td> <td style="font-size: 8px;">Sign</td> <td style="font-size: 8px;">Act</td> <td style="font-size: 8px;">File</td> </tr> <tr> <td style="height: 20px;"></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		Info	Inves	R/D	D/R	Sign	Act	File							
Info	Inves	R/D	D/R	Sign	Act	File											

DETERMINED CONSTRUCTION AUTHORIZATION

Contract Amount \$ 312,920 -

750

500

500

Subtotal \$ 315,320.-

Contingencies (4-1/2%) 14,189 ⁷⁰/₁₀₀

Engineering (2, 9, 11%) 28, 378 ⁸⁰

Subtotal \$

Credit for _____

Estimated Net Authorization, Construction \$ 357,888

A. PROVED	Total Project Cost	358,888.20
-----------	--------------------	------------

County's share of project cost 6% of $358,888.20 = \$21,533$

Road Design Engineer By rounding, the counties advance deposit will be

Rev. 11/81 . 27,000

Section Nash & Eslick Creek Bridges Programming Estimate \$
Highway EAS A409 Smith Cr. Rd Project Length 0.13 mile
County Douglas Completion Time 120 cal. days
Kind of Work Grading, Paving & Structures Est. Comp. Date 11-28-83
Prefix 510-1918 Letting Date 6-30-83 Project No. RS-A409(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount \$ 312,920 -

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	<u>750 -</u>	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	<u>500 -</u>	
State Furnished		
Roadside Seeding & Mulching	<u>500 -</u>	
Asphalt Cement Adjustment		
On the Job Trainees (\$0.80 x <u> </u> hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
<u>Douglas Electric Corp.</u>	<u>650 -</u>	

Subtotal \$ 315,320 -

Contingencies (4-1/2%) 14,189 40

Engineering (2, 9, 10%) 28,378 80

Subtotal \$

Credit for

Estimated Net Authorization, Construction \$ 357,888 20

APPROVED

Road Design Engineer



OREGON STATE

~~SUMMARY BID SCHEDULE - COST ESTIMATE~~

HIGHWAY DIVISION



Section		County		Sheet of		
Noel Creek & Eslick Creek Bridges		Douglas		1 2		
Kind of Work		Length	Date	Name		
Grading, Paving & Structures		0.13 mi	5-27-83	Galloway		
No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	—	25000 ⁰⁰
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	—	4000 ⁰⁰
3	Temporary Signs		Sq. Ft.	220	6 ⁰⁰	1320 ⁰⁰
4	Temporary Continuous Rail Traffic Barriers		Lin. Ft.	800	6 ⁰⁰	4800 ⁰⁰
5	Temporary Guard Rail, Type 1		Lin. Ft.	315	9 ⁰⁰	2835 ⁰⁰
6	Temporary Traffic Signal Installation		Each	4	400 ⁰⁰	1600 ⁰⁰
7	Flag men		Hour	150	10 ⁰⁰	1500 ⁰⁰
COST ANALYSIS UNIT. <u>5-31-83 Per</u>						
THIS ENGINEERING ESTIMATE IS PRICED FOR						
ROAD WORK BID LETTING <u>6-30-83</u>						
8	Clearing And Grubbing		Lump Sum	All	—	2000 ⁰⁰
9	Removal Of Structures And Obstructions		Lump Sum	All	—	4000 ⁰⁰
10	Embankment In Place		Cu. Yd.	970	8 ⁰⁰	7760 ⁰⁰
11	1"-0 Aggregate Base		Ton	680	9 ⁵⁰	6460 ⁰⁰
12	Class "B" Or Class "C" Asphalt Concrete		Ton	315	48 ⁰⁰	15120 ⁰⁰
13	12-inch Culvert Pipe		Lin. Ft.	40	20 ⁰⁰	800 ⁰⁰
14	Guard Rail, Type 2A		Lin. Ft.	130	16 ⁰⁰	2080 ⁰⁰
15	Guard Rail, Type 3		Lin. Ft.	195	25 ⁰⁰	4875 ⁰⁰
16	Guard Rail Anchor, Type 1		Each	4	250 ⁰⁰	1000 ⁰⁰
17	Rail End Pieces, Type C		Each	6	85 ⁰⁰	510 ⁰⁰
18	Type 1 Fence		Lin. Ft.	500	9 ⁰⁰	4500 ⁰⁰



OREGON STATE

SUMMARY-BID SCHEDULE-COST ESTIMATE

HIGHWAY DIVISION



Section		County		HIGHWAY DIVISION		
Noel Creek & Eslick Creek Bridges		Douglas		Sheet of 22		
Kind of Work		Length	Date	Name		
Grading, Paving & Structures		0.15 mi		Galloway		
No.	Item	Code	Unit	Quant.	Unit Cost	Total
19	Loose Riprap, Class 400		Cu. Yd.	15	20 ⁰⁰	300 ⁰⁰
20	Single Mailbox Support		Each	1	90 ⁰⁰	90 ⁰⁰
<u>STRUCTURES</u>						
21	Bridge Removal Work		Lump Sum	All	-	8000 ⁰⁰
22	Structure Excavation		Cu. Yd.	205	12 ⁰⁰	2460 ⁰⁰
23	Special Backfill		Ton	85	16 ⁰⁰	1360 ⁰⁰
24	Furnish Pile Driving Equipment		Lump Sum	All	-	6500 ⁰⁰
25	Furnish 14-inch Prestressed Concrete Piling		Lin. Ft.	660	14 ⁰⁰	9240 ⁰⁰
26	Drive Prestressed Concrete Piling		Lin. Ft.	660	2 ⁰⁰	1320 ⁰⁰
27	Furnish HP 10x42 Steel Piling		Lin. Ft.	1460	14 ⁰⁰	20440 ⁰⁰
28	Drive Steel Piles		Lin. Ft.	1460	2 ⁰⁰	2920 ⁰⁰
29	Steel Sheet Piling		Lin. Ft.	600	14 ⁰⁰	8400 ⁰⁰
30	Structural Concrete, Class 3300		Lump Sum	All	-	2800 ⁰⁰
31	4' x 20'/25' Prestressed Slabs		Each	16	1720 ⁰⁰	27520 ⁰⁰
32	4' x 30'/35' Prestressed Slabs		Each	8	2200 ⁰⁰	17600 ⁰⁰
33	80'/90' Prestressed Bulb-Tea Beams		Each	4	1420 ⁰⁰	56800 ⁰⁰
34	Reinforcement		Lump Sum	All	-	6250 ⁰⁰
35	Metal Bridge Rail		Lin. Ft.	372	30 ⁰⁰	11160 ⁰⁰
						312,920



STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: Jack Cartwright
Utility Relocation Coordinator

DATE: June 1, 1983

FROM: J. E. CHRISTOPHERSON *JEC*
Region Utility Specialist

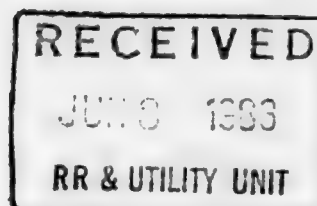
SUBJECT: Eslick Creek Bridge
Smith River Road
Douglas County
Power Line Relocation

Attached is an estimate of costs for Douglas Electric Cooperative, Inc. for relocating their facilities that conflict with subject project. Total estimated cost of relocation work is \$2057.56. The reimbursable amount is 33 $\frac{1}{2}$ % or \$685.85.

I have also enclosed an affidavit concerning their right to reimbursement with a copy of the appropriate easement attached.

This is a Douglas County project being done by a consultant. Information concerning the utility conflict and estimate of costs was received from the Douglas County Engineering department.

jec/cw
Attach.



PHONE (503) 673-6616



1981 N. E. STEPHENS STREET
P. O. BOX 1327
ROSEBURG, OREGON 97470

May 31, 1983

Department of Transportation
P.O. Box 1128
Roseburg, OR 97470

Attn: Mr. John Christopherson

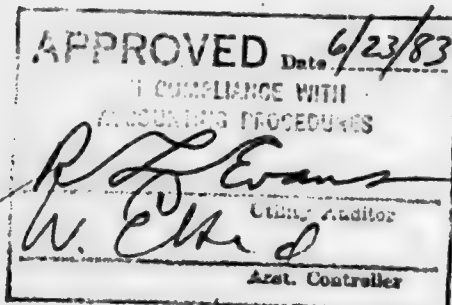
In regards to our power line that is in conflict with the Eslick Creek Bridge rebuild on Smith River Rd., #48.

In order to clear the construction site, Douglas Electric has two poles that must be relocated. Pole No. 10-118 is a main line pole on County right of way. Pole No. 10-118A is a guy stub on private property. Pole No. 10-118 will cost about twice as much to relocate as 10-118A.

We agreed with the Douglas County, Engineering Division, that Douglas Electric will bear 2/3rds of the cost of relocation, and Douglas County will reimburse Douglas Electric for the remaining 1/3rd.

Our total estimated cost is \$1,950.00. *2 to Est. - 111*

I am enclosing a copy of the letter from Douglas County and an easement on the private right of way.



Sincerely,

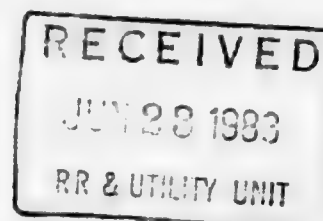
DOUGLAS ELECTRIC COOPERATIVE, INC.

Homer Waters
Homer Waters
Field Engineer

HW:sp
Encl.

Estimated Cost per attached detail \$2,057.56

State's share (1/3)



\$ 685.85

P#170

#/U: 16258

J/U: 00001

S/S: 1

COSTED PICKING LIST

DATE 24-MAY-83

PAGE

1

DESC: RELOCATE FOR CU BRIDGE - 10-118

DATE STARTED: 05-17-83 MM

DATE POSTED: 00-00-00

DATE CHECKED: 00-00-00

DATE RELEASED: 00-00-00

CRE# #: MAP LUC: 10-118

PERCENTAGE OF PROPOSED SALVAGE CONSIDERED JUNKED: 75 %
PERCENTAGE OF LABOR APPLIED TO RETIRED ASSEMBLIES: 50 %
PERCENTAGE CONTRIBUTION TO OVERHEAD OF MATERIALS: 20.0 %
PERCENTAGE CONTRIBUTION TO OVERHEAD OF LABOR: 55.0 %

WHSE #	ITEM #	DESCRIPTION	U/M	PROPOSED SALVAGE QTY	ISSUE QTY	UNIT MATERIAL COST	EXTENDED MATERIAL COST	LABOR COST	OVERHEAD	ESTIMATED TOTAL COST
004	48250711 25	POLE 25 FT POLE	EA *	1	0.4	52.79 LABOR HOURS	13.20- 13.20-	24.27	15.99	27.06
004	48400711 40	POLE 40 FT POLE	EA *	1	1.5	127.47 LABOR HOURS	95.60 95.60	91.02	81.92	268.54
004	48450711 45	POLE 45 FT POLE	EA *	0	1.0	176.83 LABOR HOURS	176.83 176.83	60.68	68.74	306.25
004	15700601 6A CMC	CONDUCTOR 6A CMC 6A CMC	FT *	800	120.0	0.29 LABOR HOURS	174.00 174.00	72.00	97.60	343.60
004	06361510	BOLT EYE 5/8 INCH	EA	2	0	1.95	0.98-			
004	11753019	CLAMP DEADEND 4 ACSR	EA	1	0	4.52	1.13-			
004	34267012	INSULATOR SPOOL 2" x 3"	EA	1	0	0.53	0.13-			
004	34281000	INSULATOR SUSP 6 INCH	EA	2	0	12.75	6.38-			
004	71020331	WASHER 2" SQUARE	EA	2	0	0.16	0.08-			
004	75102038	CLEVIS SEC SWINGING J 6	EA	1	0	1.26	0.32-			
004	A5	7.2/12.5 KV DEADEND SINGLE 1 PH.	*		0.2	LABOR HOURS	9.02-	9.10	6.83	6.91
004	06310300	BOLT CARRIAGE	EA	0	4	0.29	1.16			
004	06330518	BOLT D/A 5/8 INCH	EA	0	3	2.09	6.27			
004	07533128	BRACE XARM 28"	EA	0	4	2.14	8.56			
004	11753019	CLAMP DEADEND 4 ACSR	EA	0	1	4.52	4.52			
004	18220711	XARM WOOD 3 3/4 x 4 3/4 x 8	EA	0	2	12.79	25.58			
004	34267012	INSULATOR SPOOL 2" x 3"	EA	0	1	0.53	0.53			
004	34281000	INSULATOR SUSP 6 INCH	EA	0	2	12.75	25.50			
004	42904063	NUTS EYE	EA	0	2	1.46	2.92			
004	55504000	SCREW LAG	EA	0	2	0.29	0.58			
004	71020331	WASHER 2" SQUARE	EA	0	10	0.16	1.60			
004	75102038	CLEVIS SEC SWINGING J 6	EA	0	1	1.26	1.26			
004	A7	7.2/12.5 KV DEADEND SINGLE 1PH.	*		0.8	LABOR HOURS	78.48	48.54	42.39	169.41
004	06310300	BOLT CARRIAGE	EA	0	4	0.29	1.16			
004	06330518	BOLT D/A 5/8 INCH	EA	0	3	2.09	6.27			
004	07533128	BRACE XARM 28"	EA	0	4	2.14	8.56			
004	11753019	CLAMP DEADEND 4 ACSR	EA	0	2	4.52	9.04			

1.87
1020 0.00 0.00

P#1/0

#/0: 16256

J/0: 00001

S/S: 1

DESC: RELOCATE FOR CU BRIDGE - 10-116

DATE STARTED: 05-17-83 NM SYSTEMS IMPROVEMENTS

DATE POSTED: 00-00-00 DISTRIBUTION

DATE CHECKED: 00-00-00 OVERHEAD

DATE RELEASED: 00-00-00

CHK# #: MAP LOC: 10-116

COSTED PICKING LIST

DATE 24-MAY-83

PAGE

2

PERCENTAGE OF PROPOSED SALVAGE CONSIDERED JUNKED: 75 %
 PERCENTAGE OF LABOR APPLIED TO RETIRED ASSEMBLIES: 50 %
 PERCENTAGE CONTRIBUTION TO OVERHEAD OF MATERIALS: 20.0 %
 PERCENTAGE CONTRIBUTION TO OVERHEAD OF LABOR: 55.0 %

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WMSE	ITEM #	DESCRIPTION	U/M	PROPOSED SALVAGE QTY	ISSUE QTY	UNIT MATERIAL COST	EXTENDED MATERIAL COST	LABOR COST	OVERHEAD	ESTIMATED TOTAL COST		
004	18220711	XARM WOOD 3 3/4 X4 3/4 X 8	EA	0	2	12.79	25.58					
004	34223000	INSULATOR PIN TYPE 15 KV	EA	0	1	1.86	1.86					
004	34267012	INSULATOR SPOOL 2 " 6 3 "	EA	0	2	0.53	1.06					
004	34281000	INSULATOR SUSP 6 INCH	EA	0	4	12.75	51.00					
004	42904063	NUTS EYE	EA	0	4	1.46	5.84					
004	45410001	PIN XARM 7.2 KV	EA	0	1	2.34	2.34					
004	55504000	SCREW LAG	EA	0	2	0.29	0.58					
004	71020331	WASHER 2" SQUARE	EA	0	10	0.16	1.60					
004	75102038	CLEVIS SEC SWINGING J 6	EA	0	2	1.26	2.52					
AB		7.2/12.5 KV DEADEND DOUBLE 1 PH.	*		0.8 LABOR HOURS		117.41	48.54	50.18	216.13		
004	06310300	BOLT CARRIAGE	EA	4	4	0.29	0.87					
004	06330518	BOLT D/A 5/8 INCH	EA	3	3	2.09	4.70					
004	06380509	BOLT MACHINE 5/8"	EA	4	4	0.79	2.37					
004	07533128	BRACE XARM 28"	EA	4	4	2.14	6.42					
004	18220711	XARM WOOD 3 3/4 X4 3/4 X 8	EA	2	2	12.79	19.18					
004	34223000	INSULATOR PIN TYPE 15 KV	EA	6	6	1.86	8.37					
004	34267012	INSULATOR SPOOL 2 " 6 3 "	EA	1	1	0.53	0.40					
004	45410001	PIN XARM 7.2 KV	EA	4	4	2.34	7.02					
004	45612320	PIN POLETOP 15 KV	EA	2	2	6.00	9.00					
004	53717020	ARMOR ROD 2 6 4	EA	4	4	2.04	6.12					
004	55504000	SCREW LAG	EA	2	2	0.29	0.43					
004	71020331	WASHER 2" SQUARE	EA	13	13	0.16	1.56					
004	75101022	BRACKET SEC J 10	EA	1	1	1.30	0.97					
C2		7.2/12.5 KV 5 TO 30 MAX. ANGLE 3 PH	*		0.8 LABOR HOURS		67.41	45.51	47.52	160.44		
004	02150300	ATTACHMENTS GUY	EA	2	1	1.80	0.90					
004	06380509	BOLT MACHINE 5/8"	EA	2	1	0.79	0.39					
004	11732100	CLAMP GUY 3 BOLT	EA	4	2	3.49	3.48					
004	71020331	WASHER 2" SQUARE	EA	2	1	0.16	0.08					
004	73816307	WIRE GUY 3/8"	FT	90	45	0.32	7.20					
E1-2		7.2/12.5 KV SINGLE DOWN GUY THRU RU	*		0.4 LABOR HOURS		12.05	24.28	20.61	56.94		
004	06380500	BOLT THIMBLEYE	EA	2	2	1.99	2.98					
004	11732100	CLAMP GUY 3 BOLT	EA	2	2	3.49	5.23					
004	71020331	WASHER 2" SQUARE	EA	1	1	0.16	0.12					
004	73816307	WIRE GUY 3/8"	FT	45	45	0.32	10.80					
E2-2		7.2/12.5 KV SINGLE OVERHEAD GUY THK	*		1.5 LABOR HOURS		19.13	91.02	56.45	166.60		

DATE 24-MAY-83

COSTED PICKING LIST

PM170
A/U: 16258
J/U: 00001
S/S: 1

DESC: RELOCATE FOR CO BRIDGE - 10-118
DATE STARTED: 05-17-83 H*
DATE POSTED: 00-00-00
DATE CHECKED: 00-00-00
DATE RELEASED: 00-00-00
CREW #: MAP LOC: 10-118

PERCENTAGE OF PROPOSED SALVAGE CONSIDERED JUNKED: 75 %
PERCENTAGE OF LABOR APPLIED TO RETIRED ASSEMBLIES: 50 %
PERCENTAGE CONTRIBUTION TO OVERHEAD OF MATERIALS: 20.0 %
PERCENTAGE CONTRIBUTION TO OVERHEAD OF LABOR: 55.0 %

*****												ESTIMATED	
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WSE	ITEM #	DESCRIPTION	U/M	PROPOSED SALVAGE QTY	ISSUE QTY	MATERIAL COST	UNIT	EXTENDED MATERIAL COST	LABOR COST	OVERHEAD	TOTAL COST		
004	00933410	ANCHOR EXPANDING	EA	2	1	10.50		5.28					
004	53624308	HUD ANCHOR 8"	EA	2	1	11.83		5.91					
	F1-2	LINE ANCHOR ASSEMBLY.	*		2.0 LABOR HOURS	11.19			121.30	73.47	206.02		
	17410560	CLAMP HOT LINE	EA	1	1	7.32		5.49					
004	18311312	CUTOUTS 15 KV	EA	1	1	51.80		38.85					
	M5-9	7,2/12.5 KV MISC. PRIMARY ASSEMBLY.	*		0.8 LABOR HOURS	44.34			45.51	39.81	129.66		
WORK ORDER TOTAL										601.51	2,057.56		

Handwritten signature and date:
5/24/83



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 26, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30036
Project No. RS-A409(5)
Noel Cr. & Eslick Cr. Bridge Section
Douglas County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 30, 1983 and may request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145.

DRH:bks

Attachments

cc: James J. Gix (Region 3)

✓ H. Reynoldson w/att.
General Files

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

FORM PR-1
(REV. 4-61)

May 26, 1983

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER (19)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 7.7 mi. N.E. of Gardiner N.E. 1.8 mi.	PRESENT 450 80 DHV	FUTURE -----	YEAR -----	REGION 10	STATE NAME Oregon	STA COO 4
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Two Bridges	7/4 ROUTE NO. 62	DA AREA (62)	EMERG. YR. (73)	PL. AUTH YR. (74)	PREFIX LETTER(S) RS-	PROJECT NUMBER A409	SEQ. N (5)

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Douglas	ROUTE NO. R A 409	FEDERAL-AID A 409	STATE Co. Rd.	U.S. 019	CODE 019
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CARD	S	WORK				TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES			ROW-6 Access parki none.
		1	2	3	4			TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	
1	1	114-13	114	41	43	PE	0.13	357,000	314,690	21,155	
2	2					ROW					
3	3					CONST (CODE) X080 X081					
4	4					"Noel Cr. & Eslick Cr. Bridge Section"	0.13	357,000	314,690	21,155	
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REMARKS
Additional Data: Item No. 30036; Pro No. RS-A409(4).

510-1918
510-1923

12-23-82

PROGRAM APPROVAL DATES

PREPARED BY
DRH
PROJECT TOTALS

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSFEDERAL-AID PROGRAM DATA
(PPM 21-1)

May 26, 1983

PROJECT LOCATION (45 typewriter spaces)

Co. Rd., 7.7 mi. N.E. of Gardiner N.E. 1.8 mi.

PRESENT
450
80 DHV
ADTFUTURE
-----YEAR
-----REGION
10STATE NAME
OregonSTATE
CODE
41AFPM
CODE
075ITEM
NO.
30036

PROPOSED WORK (35 typewriter spaces)

NATL.
FORESTFED. ROUTE
NO.

SUPV. AGENCY

DA CLASSIF.

DA AREA

ENGRG. YR.

PL. AUTH. YR.

PREFIX LETTER(S)

PROJECT NUMBER

NUMBER
A409SEQ. NO.
(5)I. Projects Only
POST MI. DESIG.

FUND

COUNTY NAME
DouglasROUTE
NO. RFEDERAL-AID
A 409STATE
Co. Rd.U.S.
019CODE
019

PROGRAM STAGE

CHARACTER OF
PROPOSED WORK
(Full description)

OTHER FUNDS

STATE FUNDS

TOTAL
ESTIMATED
COST

MILES

TERMINI
(Full description)

STEP

TYPE

PE

ROW

CONST
(CODE)
X080
X081

ED BY

DRH

PROJECT
TOTALS

APPROVAL DATES

12-23-82

REMARKS

Additional Data: Item No. 30036; Project
No. RS-A409(4).

-OVER

USCOMM DUSCOMM-DC 48003-P&1

Eslick Cr. Bridge Section

Remarks continued:

Project Data: Work under this project consists of 1) construct one prestressed concrete slab span bridge No. 16664 (Noel Cr.) 82 ft. in length, roadway width 29' 7 1/2"; 2) construct one prestressed concrete Bulb Tee Beam bridge No. 16665 (Eslick Cr.) 89 ft. in length, roadway width 29' 7 1/2"; 3) construct bridge approaches requiring grade, drain and H-T pave; 4) remove bridges; 5) utility adjustments as required; and 6) incidental work common to this type of project.

Maintenance and Accommodation of Utilities: State-County agreement Nos. 7781 and 7782 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively.

Not This project is in Congressional District No. 4.



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

Date: May 26, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30036
Project No. RS-A409(5)
Noel Cr. & Eslick Cr. Bridge Section
Douglas County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 30, 1983 and may request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145.

DRH:bks

Attachments

cc: James J. Gix (Region 3)

H. Reynoldson w/att.

✓ General Files

OBEC CONSULTING ENGINEERS

.....Verstegen.....
Anderson.....
Adams.....
McNab.....
Steadman.....
Wackerlig.....

RECEIVED **May 25, 1983**

Do Not File ☐
 Return to.....
 Bring Up.....
 Action.....

ROAD DESIGN SECTION

Mr. Steve McNab
 Road Design Section
 Oregon State Highway Division
 Oregon Department of Transportation
 Salem, Oregon 97310

Re: Noel & Eslick Creek Bridges Sec. (8-67,77)
Little River Bridge Sec. (8-61)

Dear Mr. McNab:

At the request of Mr. Jack Ayres, I am sending you copies of the permits for the above projects.

Enclosed are:

Noel Creek Governor's letter to U.S. Coast Guard dated April 1, 1983
 (Takes the place of Division of State Lands permit,
 according to Liz)

Corps of Engineers Permit No. 071-OYA-2-004668

U. S. Coast Guard Bridge Permit No. 4-83-13

Eslick Creek Division of State Lands Permit No. 3696

Governor's letter to U.S. Coast Guard, dated April 1, 1983

Corps of Engineers Permit No. 071-OYA-2-004741

U. S. Coast Guard Bridge Permit No 5-83-13

Little River Division of State Land Permit No. 3681.

Corps of Engineers - Permit issued May 19, 1983 to
 Douglas County. I do not have a copy, but have requested
 Terry Bounds send one to you.

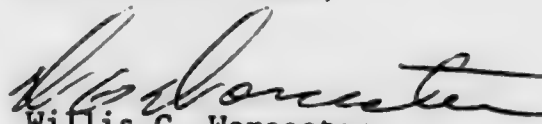
Mr. Steve McNab
Noel, Eslick & Little River Bridges

May 25, 1983
Page 2

We did not apply for any permits for Berry and Staveland Stockways; and we did not apply for a Coast Guard Permit for Little River.

Please call if there is any more information you need.

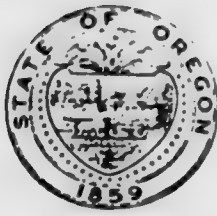
Very truly yours,


Willis G. Worcester
Office Engineer

WGW:ps
Enclosures

cc: Jack Ayres - w/o enc.
Terry Bounds - w/o enc.

VICTOR ATIYEH
GOVERNOR



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

April 1, 1983

Commander (oan)
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

Att: T. M. Nutting, Commander
Aids to Navigation Branch

Ref: PN 83-N-06
Noel Creek - Bridge Replacement

Dear Sir:

I approve the project subject to the conditions outlined in the Public Notice.

On March 14, 1983, the Department of Environmental Quality certified there was reasonable assurance that the project, as described, would not violate applicable water quality standards.

On March 28, 1983, the Department of Land Conservation and Development certified that the project, as described, is consistent with Oregon's Coastal Management Program.

Sincerely,

Victor Atiyeh
Governor

VA:dt

cc: Douglas County
Department of Environmental Quality
Department of Fish and Wildlife
U. S. Fish and Wildlife Service
Department of Land Conservation and Development
Division of State Lands

*Note: This letter takes place
of DSL Permit.*

WGW



DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

8-67

NPPND-RF-1

20 October 1982

Douglas County
ATTN: Kenneth Erickson
Rm 219 Courthouse
Roseburg, OR 97470

RE: 071-OYA-2-004668
(Noel Creek - Bridge Fill)

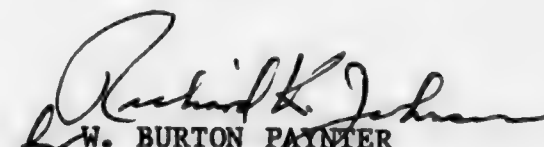
Dear Mr. Erickson:

Your above referenced application, on behalf of Douglas County, for a Department of the Army permit to construct a bridge across Noel Creek has been forwarded to the U.S. Coast Guard for processing.

Since Noel Creek is in tidal waters, the Coast Guard has jurisdiction over the bridge structure. However, the fill associated with the construction of the bridge is authorized by our regulations under the "nationwide permit," 33 CFR 330.5(a)(15). An individual permit is not required, provided you follow the Management Practices under 33 CFR 330.6(a)(1-8) and meet conditions under 33 CFR 330.5(b)(1-9) listed on the attached pages.

If you have any questions concerning this matter, please contact Ron Marg, Coordinator, Regulatory Functions Branch, at the above address or call (503) 221-6995.

Sincerely,


W. BURTON PAYNTER
Chief, Regulatory Functions Branch

2 Incl
As stated

§ 330.4 Nationwide permits for discharges into certain waters.

(a) *Authorized discharges.* Discharges of dredge or fill material into the following waters of the United States are hereby permitted provided the conditions listed in paragraph (b) of this section below are met:

(1) Non-tidal rivers, streams and their lakes and impoundments, including adjacent wetlands, that are located above the headwaters.²

(2) Other non-tidal waters of the United States (see 33 CFR 323.2(a)(3)) that are not part of a surface tributary system to interstate waters or navigable waters of the United States.³

(b) *Conditions.* The following special conditions must be followed in order for the nationwide permits identified in paragraph (a) of this section to be valid:

(1) That the discharge will not be located in the proximity of a public water supply intake;

(2) That the discharge will not destroy a threatened or endangered species as identified under the Endangered Species Act, or destroy or adversely modify the critical habitat of such species. In the case of Federal agencies, it is the agencies' responsibility to review its activities to determine if the action "may affect" any listed species or critical habitat. If so, the Federal agency must consult with the Fish and Wildlife Service and/or the National Marine Fisheries Service;

(3) That the discharge will consist of suitable material free from toxic pollutants in toxic amounts;

(4) That the fill created by the discharge will be properly maintained to prevent erosion and other non-point sources of pollution;

(5) That the discharge will not occur in a component of the National Wild and Scenic River System.

(6) That the best management practices listed in § 330.6 of this Part should be followed to the maximum extent practicable.

§ 330.5 Nationwide permits for specific activities.

(a) *Authorized activities.*

(b) *Conditions.* The following special conditions must be followed in order for the nationwide permits identified in paragraph (a) of this section to be valid:

(1) That any discharge of dredged or fill material will not occur in the proximity of a public water supply intake;

(2) That any discharge of dredged or fill material will not occur in areas of concentrated shellfish production unless the discharge is directly related to a shellfish harvesting activity authorized by paragraph (a)(4) of this section.

(3) That the activity will not jeopardize a threatened or endangered species as identified under the Endangered Species Act, or destroy or adversely modify the critical habitat of such species. In the case of Federal agencies, it is the agencies' responsibility to review its activities to determine if the action "may affect" any listed species or critical habitat. If so, the Federal agency must consult with the Fish and Wildlife Service and/or National Marine Fisheries Service;

(4) That the activity will not significantly disrupt the movement of those species of aquatic life indigenous to the waterbody (unless the primary purpose of the fill is to impound water);

(5) That any discharge of dredged or fill material will consist of suitable material free from toxic pollutants (See Section 307 of Clean Water Act) in toxic amounts;

(6) That any structure or fill authorized will be properly maintained;

(7) That the activity will not occur in a component of the National Wild and Scenic River System; and

(8) That the activity will not cause an unacceptable interference with navigation.

(9) That the best management practices listed in § 330.6 of this Part should be followed to the maximum extent practicable.

§ 330.6 Management practices.

(a) In addition to the conditions specified in §§ 330.4 and 330.5 of this Part, the following management practices should be followed, to the maximum extent practicable, in the discharge of dredged or fill material under nationwide permits in order to minimize the adverse effects of these discharges on the aquatic environment. Failure to comply with these practices may be cause for the district engineer to recommend or the division engineer to take discretionary authority to regulate the activity on an individual or regional basis pursuant to § 330.7 of this Part.

(1) Discharges of dredged or fill material into waters of the United States shall be avoided or minimized through the use of other practical alternatives.

(2) Discharges in spawning areas during spawning seasons shall be avoided.

(3) Discharges shall not restrict or impede the movement of aquatic species indigenous to the waters or the passage of normal or expected high flows or cause the relocation of the water (unless the primary purpose of the fill is to impound waters).

(4) If the discharge creates an impoundment of water, adverse impacts on the aquatic system caused by the accelerated passage of water and/or the restriction of its flow, shall be minimized.

(5) Discharge in wetlands areas shall be avoided.

(6) Heavy equipment working in wetlands shall be placed on mats.

(7) Discharges into breeding areas for migratory waterfowl shall be avoided.

(8) All temporary fills shall be removed in their entirety.

NOTE: This page contains only selected paragraphs concerning Nationwide Permit Conditions and Management Practices.

discontinued. At Corps of Engineers reservoirs, the reservoir manager must approve each buoy or marker individually.

(12) Discharge of material for backfill or bedding for utility lines including outfall and intake structures provided there is no change in preconstruction bottom contours (excess material must be removed to an upland disposal area). A "utility line" is defined as any pipe or pipeline for the transportation of any gaseous, liquid, liquifiable, or slurry substance, for any purpose, and any cable, line, or wire for the transmission for any purpose of electrical energy, telephone and telegraph messages, and radio and television communication. (The utility line and outfall and intake structures will require a Section 10 permit if in navigable waters of the United States. See 33 CFR Part 322. See also paragraph (a)(7) of this section.)

(13) Bank stabilization activities provided:

(i) The bank stabilization activity is less than 500 feet in length;

(ii) The activity is necessary for erosion prevention;

(iii) The activity is limited to less than an average of one cubic yard per running foot placed along the bank within waters of the United States;

(iv) No material is placed in excess of the minimum needed for erosion protection;

(v) No material is placed in any wetland area;

(vi) No material is placed in any location or in any manner so as to impair surface water flow into or out of any wetland area;

(vii) Only clean material free of waste metal products, organic materials, unsightly debris, etc. is used; and

(viii) The activity is a single and complete project.

(14) Minor road crossing fills including all attendant features both temporary and permanent that are part of a single and complete project for crossing of a non-tidal waterbody, provided that the crossing is culverted, bridged or otherwise designed to prevent the restriction of and to withstand expected high flows⁴ and provided further that discharges into any wetlands adjacent to the waterbody do not extend beyond 100 feet on either side of the ordinary high water mark of that waterbody. A "minor road crossing fill" is defined as a crossing that involves the discharge of less than 200 cubic yards of fill material below the plane of ordinary high water.

⁴ District Engineers are authorized, where regional conditions indicate the need, to define the term "expected high flows" for the purpose of establishing applicability of this nationwide permit.

The crossing will require a permit from the US Coast Guard if located in navigable waters of the United States (see 33 U.S.C. 301). Some road fills may be eligible for an exemption from the need for a Section 404 permit altogether (see 33 CFR 323.4).

(15) Fill placed incidental to the construction of bridges across navigable waters of the United States including cofferdams, abutments, foundation seals, piers, and temporary construction and access fills provided such fill has been authorized by the US Coast Guard under Section 9 of the River and Harbor Act of 1899 as part of the bridge permit. Causeways and approach fills are not included in this nationwide permit and will require an individual or regional Section 404 permit.

(16) Return water⁵ from a contained dredged material disposal area provided the State has issued a certification under Section 401 of the Clean Water Act (see 33 CFR 325.2(b)(1)). The dredging itself requires a Section 10 permit if located in navigable waters of the United States.

(17) Fills associated with small hydropower projects at existing reservoirs where the project which includes the fill is licensed by the Department of Energy under the Federal Power Act of 1920, as amended; has a total generating capacity of not more than 1500 kw (2,000 horsepower); qualifies for the short-form licensing procedures of the Department of Energy (see 18 CFR 4.61); and the individual and cumulative adverse effects on the environment are minimal.

(18) Discharges of dredged or fill material into waters of the United States that do not exceed ten cubic yards as part of a single and complete project provided no material is placed in wetlands⁶.

(19) Dredging of no more than ten cubic yards from navigable waters of the United States as part of a single and complete project.⁶

(20) Structures, work and discharges for the containment and cleanup of oil and hazardous substances which are subject to the National Oil and Hazardous Substances Pollution

⁵ The return water or runoff from a contained disposal area is administratively defined as a discharge of dredged material by 33 CFR 323.2(j) even though the disposal itself occurs on the upland and thus does not require a Section 404 permit. This nationwide permit satisfies the technical requirement for a Section 404 for the return water where the quality of the return water is controlled by the state through the Section 401 certification procedures.

⁶ These nationwide permits are designed for very minor dredge and fill activities such as the removal of a small shoal in a boat slip; they cannot be used for piecemeal dredge and fill activities.

Contingency Plan provided the Regional Response Team which is activated under the Plan concurs with the proposed containment and cleanup action.

(21) Structures, work, and discharges associated with surface coal mining activities provided they are authorized by the Department of the Interior, Office of Surface Mining, or by states with approved programs under Title V of the Surface Mining Control and Reclamation Act of 1977; the appropriate district engineer is given the opportunity to review the Title V permit application and all relevant Office of Surface Mining or state (as the case may be) documentation prior to any decision on that application; and the district engineer makes a determination that the individual and cumulative adverse effects on the environment from such structures, work, or discharges are minimal.

(22) Minor work or temporary structures required for the removal of wrecked, abandoned, or disabled vessels or the removal of obstructions to navigation.

(23) Activities, work, and discharges undertaken, assisted, authorized, regulated, funded, or financed, in whole or in part, by another Federal agency or department where that agency or department has determined, pursuant to the CEQ Regulation for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR Part 1500 et seq.), that the activity, work, or discharge is categorically excluded from environmental documentation because it is included within a category of actions which neither individually nor cumulatively have a significant effect on the human environment and the Office of the Chief of Engineers (ATTN: DAEN-CWO-N) has been furnished notice of the agency or department's application for the categorical exclusion and concurs with that determination.⁷

(24) Any activity permitted by a state administering its own permit program for the discharge of dredged or fill material authorized at 33 U.S.C. 1344(g)-(1) shall be permitted pursuant to Section 10 of the River and Harbor Act of 1899 (33 U.S.C. Part 403). Those activities which do not involve a Section 404 state permit are not included in this nationwide permit but many will be exempted by Sec. 154 of Pub. L. 94-587. (See 33 CFR 322.2(a)(2)).

(25) Discharge of concrete into tightly

⁷ The State of Wisconsin has denied water quality certifications pursuant to Section 401 of the Clean Water Act for these two nationwide permits. Consequently, the permits do not apply in Wisconsin.

U.S. Department
of Transportation

United States
Coast Guard



Commander
Thirteenth Coast Guard District

8-67/77
WGL ✓
LFP ✓
915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442 5864

16591
Serial 208
22 April 1983

Mr. Kenneth Erickson
Director of Public Works
Douglas County Department of Public Works
Room 219 - Courthouse
Roseburg, OR 97470

Dear Mr. Erickson:

Bridge Permits 4-83-13 and 5-83-13, approving replacement highway bridges across Noel and Eslick Creeks near Gardiner, Oregon, are enclosed.

You should notify us when construction is started and then once a month until the projects are completed. The monthly report should include a photocopy of the approved permit drawings. The drawings should be clearly marked to indicate work already completed and work that is scheduled for completion during the month following the report. Your forwarding letter should include information about any activities that potentially could affect waterway users. A final report is required when all work is completed. This report should include certification that the bridges were built according to the approved drawings.

If you decide to make any changes in the designs shown in the approved drawings, you must have our approval before you begin bridge construction. In addition, you must have our approval for any falsework to be used for the project, including cofferdams, work trestles, and similar structures. Requests for falsework approval should include two sets of plans showing what is planned in sufficient detail to allow us to evaluate the potential impacts, if any, on waterway users. If you have any questions about your permits, please contact us.

Sincerely,

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Encls: Bridge Permits 4-83-13 and 5-83-13.

~~CONFIDENTIAL - SECURITY INFORMATION~~

U.S. Department
of Transportation
United States
Coast Guard



Noel 8-67

BRIDGE PERMIT

22 April 1983

(4-83-13)

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946", as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U.S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the Commandant of the Coast Guard has further delegated to the District Commanders by section 1.01-60(b) of Title 33 Code of Federal Regulations authority to issue permits for the construction, reconstruction, or alteration of bridges across navigable waters of the United States;

AND WHEREAS - DOUGLAS COUNTY - has submitted the location and plans of a bridge to be constructed across Noel Creek near Gardiner, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated 15 December 1982 are hereby approved by the Commander, Thirteenth Coast Guard District, Seattle, Washington, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the District Commander.

22 April 1983

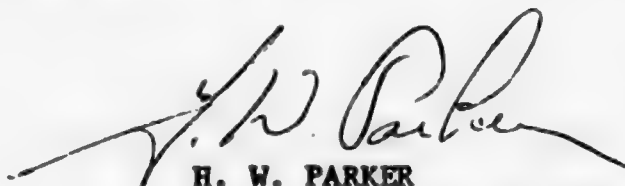
2. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the District Commander prior to construction of the bridge. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the State of Oregon: Department of Environmental Quality; Department of Land Conservation and Development, or any federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

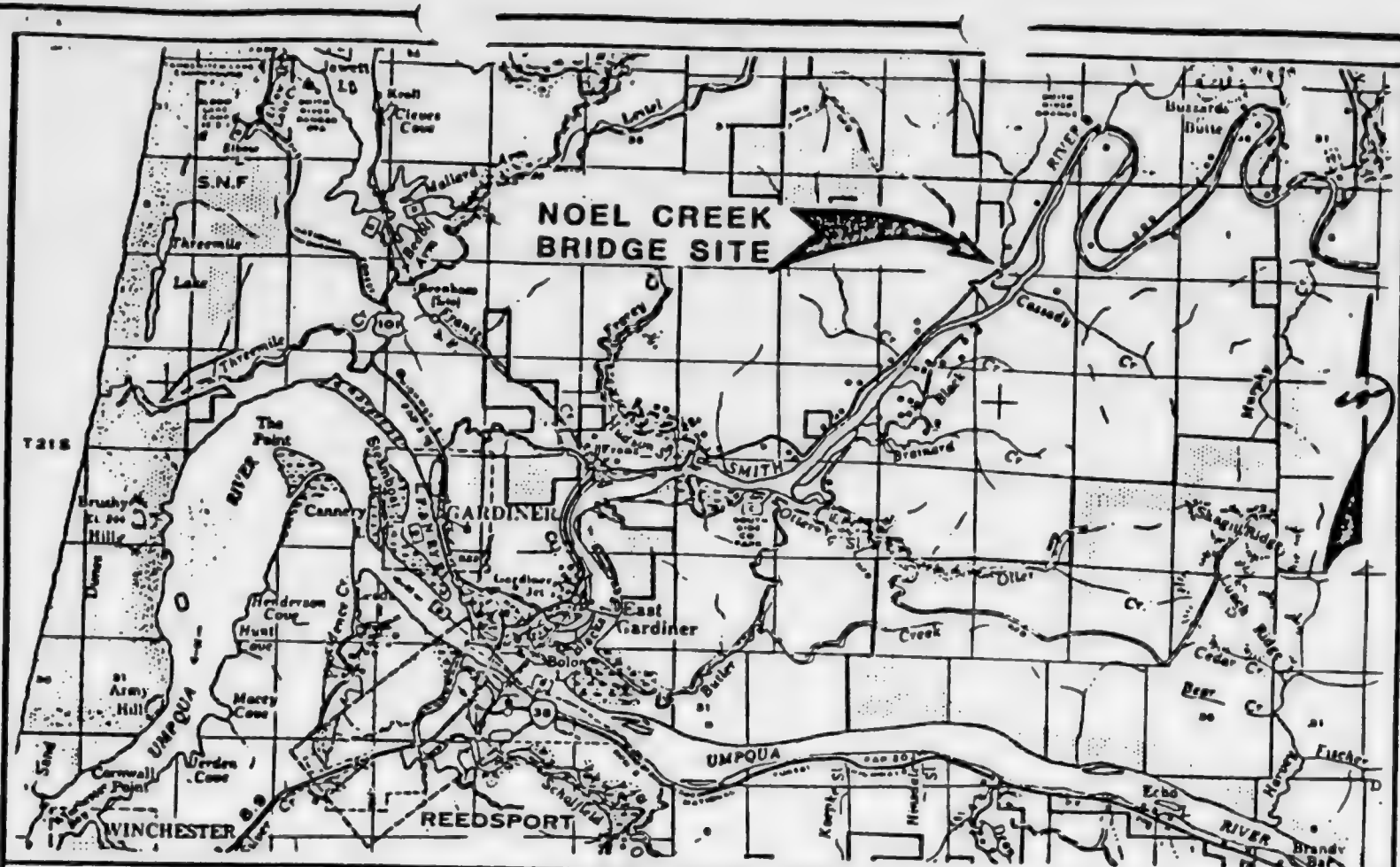
4. All parts of the existing to be replaced bridge across Noel Creek, mile 0.4, not utilized in the new bridge shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the District Commander. A period of 90 days subsequent to the opening to traffic of the new bridge will be allowed for such removal and clearance.

5. When the proposed bridge is no longer used for transportation purposes, it shall be removed in its entirety or to an elevation deemed appropriate by the District Commander and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed by and at the expense of the owner of the bridge upon due notice from the District Commander.

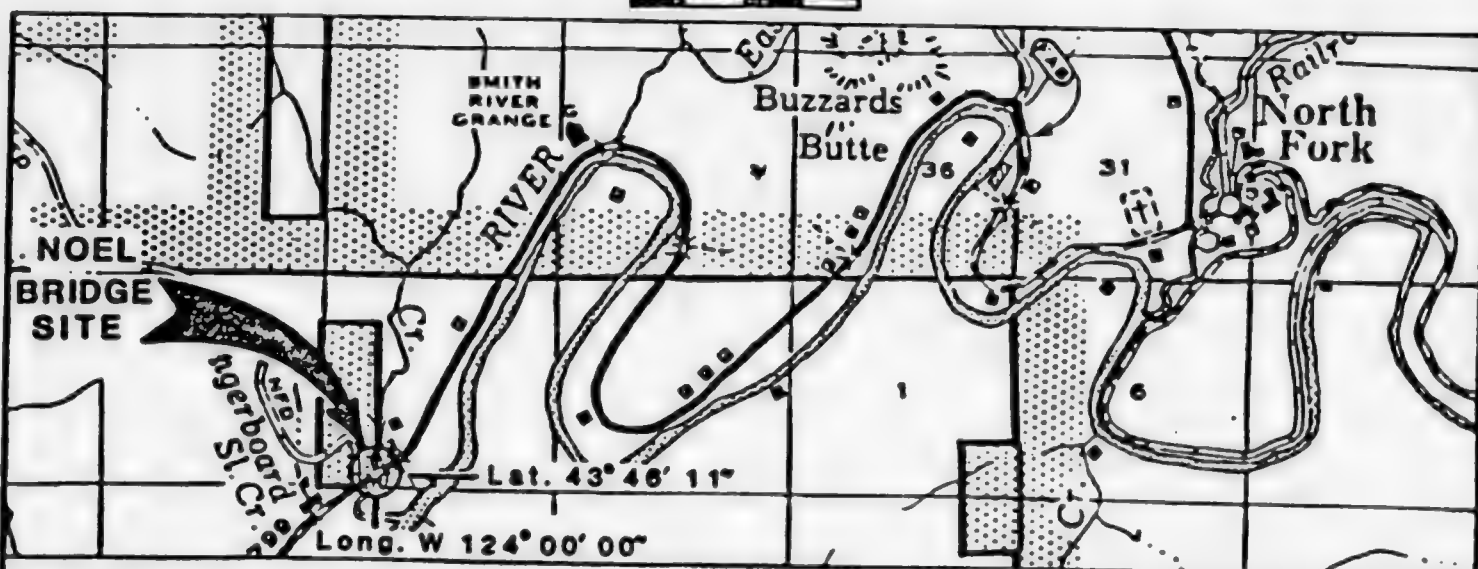
6. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.



H. W. PARKER
Rear Admiral, U. S. Coast Guard
Commander, 13th Coast Guard District



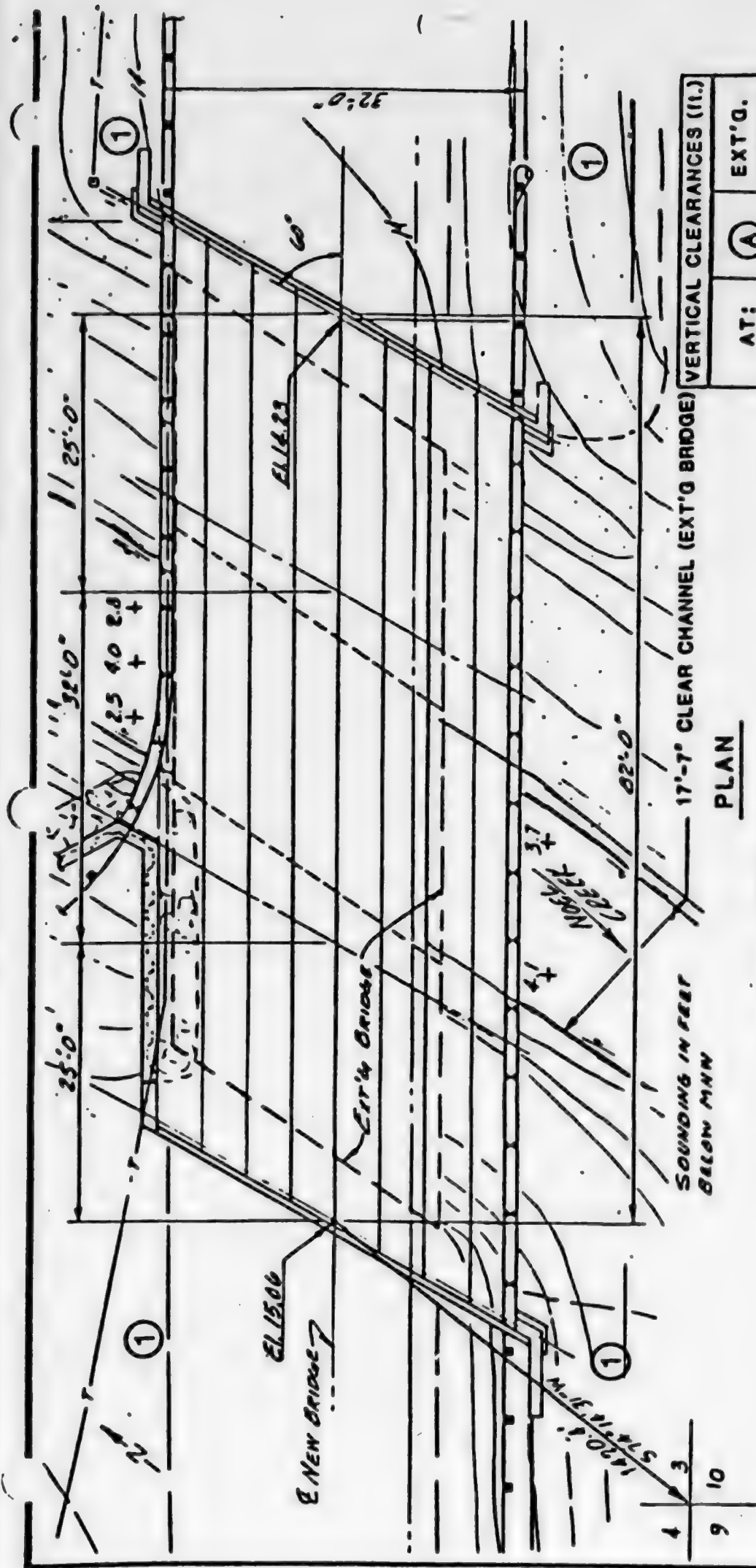
VICINITY MAP (FROM DOUGLAS COUNTY GENERAL HIGHWAY MAP)



LOCATION MAP (FROM DOUGLAS COUNTY GENERAL HIGHWAY MAP)

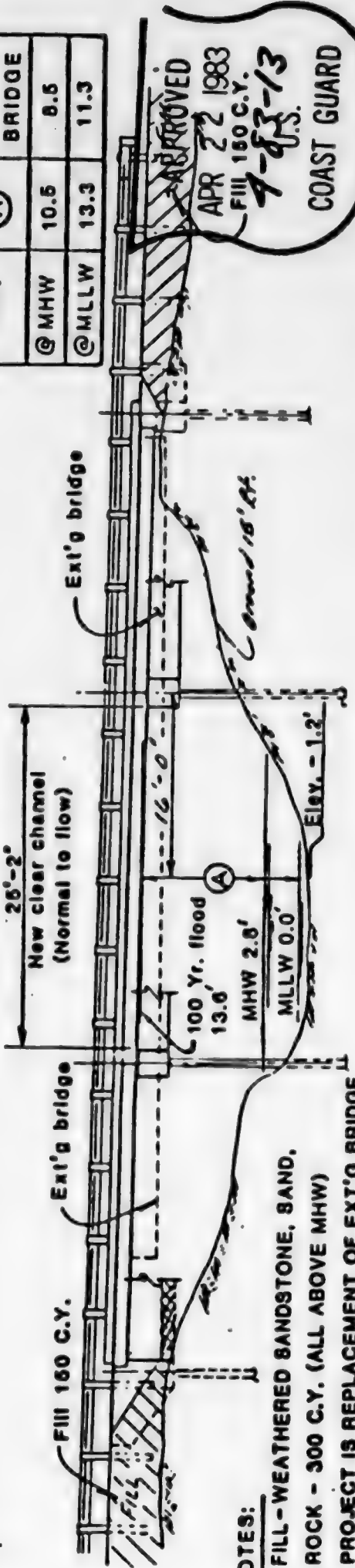


PROPOSED BRIDGE OVER NOEL CR.
RIVER MILE 0.4, NEAR REEDSPORT
DOUGLAS COUNTY, OREGON
APPLICATION BY: DOUGLAS COUNTY
DATE: 12/15/82 SHEET 1 OF 2



VERTICAL CLEARANCES (ft.)		
AT:	(A)	EXT'G. BRIDGE
@ MHW	10.5	8.5
@ MLLW	13.3	11.3

PLAN



NOTES:

1. FILL - WEATHERED SANDSTONE, SAND, & ROCK - 300 C.Y. (ALL ABOVE MHW)
2. PROJECT IS REPLACEMENT OF EXT'G BRIDGE IN SAME LOCATION

3. DATUM - NGVD 1947

ADJACENT PROPERTY OWNERS:

① LYLE E. & MARGARET EARLE

RT. 3 BOX 93 REEDSPORT, OREGON 97467

ELEVATION



PROPOSED BRIDGE OVER NOEL CREEK
RIVER MILE 0.4, NEAR REEDSPORT
DOUGLAS COUNTY, OREGON
APPLICATION BY: DOUGLAS COUNTY
DATE: 12/16/82

SHEET 2 OF 2

APPROVED
APR 22 1983
FILL 150 C.Y.
4-83-13
COAST GUARD

120 DOI Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A409 (4) Prefix 510-1923

Project Name Eslick Creek (Smith River Road) Bridge #10C265

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

- ☒ 1. All construction can be accomplished completed within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

- ☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.
- ☐ a. There has been no displacement of persons from residences, farms or businesses.
- OR
- ☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

- ☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Roseburg, Oregon, this 6th day of May, 1983.

Certified By:

Donn M. [Signature]
Regional Right-of-Way Supervisor
Date 5-10-83

Instructions: Complete A or B and C

County of Douglas
Bill [Signature]
County Judge/Chairman
[Signature]
Commissioner

PROGRAM SECTION

MANAGER _____ PROJECT UNIT _____

MAY 16 1983

MAN. ASSIST. _____ PROGRAM UNIT _____

REFER TO _____

FOR _____

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

APRIL 1983 PAGE 1132

DESCRIPTION	PREFIX	FUNCTION	SUB F	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	510	1919	918	00 P 1		5.88	5.88
	510	1919	920	00 P 1		102.20	102.20
			SUB TOTAL		169.36	277.44	277.44
			TOT P1		169.36	277.44	277.44
			** JOB TOTALS **		169.36	277.44	277.44

STATE

STAVELAND STOCKWAY	CONT NO	FA PROJ NOS RS	RS	RS	RS	RS	RS
	510	1920	296	00 N 9		95.27CR	95.27
	510	1920	298	00 N 9		95.27	95.27

	510	1920	918	00 P 1	5.88	5.88
	510	1920	920	00 P 1	102.20	102.20
			SUB TOTAL		108.08	108.08
			TOT P1		108.08	108.08
			** JOB TOTALS **		108.08	108.08

STATE

ESLICK CR(SMITH R RD)BR	CONT NO	FA PROJ NOS RS	RS	RS	RS	RS	RS
	510	1923	296	00 N 9		95.27CR	95.27
	510	1923	298	00 N 9		95.27	95.27

	510	1923	905	00 P 1	31.59	31.59
	510	1923	915	00 P 1	65.26	65.26
	510	1923	918	00 P 1	5.88	5.88
	510	1923	920	00 P 1	102.20	102.20
			SUB TOTAL		204.93	204.93
			TOT P1		204.93	204.93
			** JOB TOTALS **		204.93	204.93

STATE

HUDSON SLOUGH BRIDGE	CONT NO	FA PROJ NOS BRS	BRS	BRS	BRS	BRS	BRS
	510	1993	296	00 N 9		1,144.36CR	29,532.38CR
	510	1993	297	00 N 9		1,144.36	6,000.00
	510	1993	298	00 N 9		1,144.36	23,539.38

	510	1993	901	00 P 1	55.91CR	55.91CR
			SUB TOTAL		318.78	318.78

4-83

9.676

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

PAGE 1121

APRIL 1983

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	510	1914	933	00 P 1		38.97	38.97
	510	1914	950	00 P 1		49.03	49.03
	510	1914	950	00 N 1		7.50	7.50
			SUB TOTAL			7.768.06	7.768.06
			TOT	P1		7.690.07	7.690.07
			TOT	N1		77.99	77.99
			** JOB TOTALS **			7.768.06	7.768.06 **
LITTLE R(LITTLE R RD) BR	CONT NO	FA PROJ NOS RS	A390001	100	243.51CR	350.71CR	350.71CR
	510	1917	296	00 N 9	243.51	350.71	350.71
	510	1917	298	00 N 9			
			SUB TOTAL				
			918	00 P 1		5.23	5.23
			920	00 P 1		116.38	116.38
			927	00 P 1		276.25	276.25
			SUB TOTAL			397.86	397.86
			TOT	P1		397.86	397.86
			** JOB TOTALS **			397.86	397.86 **
NOEL CREEK(SMITH R RD) BR	CONT NO	FA PROJ NOS RS	A409004	101	51.06CR	146.33CR	146.33CR
	510	1918	296	00 N 9	51.06	146.33	146.33
	510	1918	298	00 N 9			
			SUB TOTAL				
			915	00 P 1	71.47	71.47	71.47
			918	00 P 1		5.88	5.88
			920	00 P 1		102.20	102.20
			937	00 P 1		57.92	57.92
			SUB TOTAL			237.47	237.47
			TOT	P1		237.47	237.47
			** JOB TOTALS **			237.47	237.47 **
BERRY STOCKWAY(SMITH R RD)	CONT NO	FA PROJ NOS RS	A409004	100	95.27CR	95.27CR	95.27CR
	510	1919	296	00 N 9	95.27	95.27	95.27
	510	1919	298	00 N 9			
			SUB TOTAL				
			915	00 P 1	169.36	169.36	169.36

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: <u>Noel Cr. and Eslick Cr. Bridge Sections</u>	Date <u>April 25, 1983</u>
Highway: <u>FAS A409, Lower Smith River Road</u>	Traffic Coefficient <u>7.8</u>
County: <u>Douglas</u>	18 kip EAL's per day <u>82</u>
Prefix: <u>510-1918 and 510-1923</u>	R Value <u>12</u>
Project Manager: _____	Frost Penetration <u>---</u>
	CBE Total Requirement <u>24.5"</u>

STRUCTURAL SECTION

<u>ACTUAL THICKNESS</u>	<u>NEW WORK</u> <u>Widening</u> <u>COMPONENT</u>	<u>CREDIT</u>
4.0"	A.C. Wearing Surface & Base	8.0"
<u>16.0"</u>	Aggregate Base	<u>16.0"</u>
20.0"		24.0"

NOTE: Bridge ends do not require full-depth dig-outs. If existing AC is removed for approaches, replace with 4.0" AC and aggregate level as required.

1.0" Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0" Cement Treated Base	=	1.8" Aggregate Base
1.0" Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0" Oil Mat	=	1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0" Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____

MAY 5 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____



March 28, 1983

Mr. Ken Johnson
Accounting Division
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Re: Consultants Agreements with Douglas County
Noel/Eslick, Berry/Staveland, & Little
River Projects

Dear Ken:

As we discussed today on the telephone, I am forwarding to you the changes to the consultants agreements for the Noel/Eslick and Berry/Staveland Projects. Included are the breakdown of direct salary costs for personnel for each of these projects, and a current Statement of Direct Costs and Overhead Costs for the year ended May 31, 1982.

These changes do not affect the scope of the agreement and are only updated/detailed information relative to those agreements previously submitted. Please incorporate these changes in the original consultants agreements so that they will be correct and up to date.

With regards to the Little River Project, the consultants agreement will be resubmitted to Douglas County for their initialing of the changed sheets.

Very truly yours,

NOTED
V.E. SKOOG

Wally Palmateer
W. A. Palmateer
General Manager

WAP:ps
Enclosures

RECEIVED
MAR 29 1983
HIGHWAY ACCOUNTING

HIGHWAY DIVISION

AGK

V. E. Skoog
Highway Controller

March 10, 1983

J. E. Swan
Acting Program Section Manager

MISC. CONTRACTS and
AGREEMENTS No. 9311

Project No. RS-A409(-)
Noel Creek & Eslick Bridges
Smith River Road
Douglas County & 0000

Attached for your consideration is a proposed consultant agreement for construction engineering services to be furnished to Douglas County by O&C Consulting Engineers for subject bridges.

Please conduct the required pre-award audit evaluation and return one copy of the agreement with your report.

MCh:pf
Attachment

cc: Jack Ayres, Region 3

U.S. Department
of Transportation
**United States
Coast Guard**



Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442 5864

RECEIVED STATE HWY ENGR						
FEB 8 '83						
REFER TO <i>Dev</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

16591
Serial 51
1 February 1983

In reply refer to
Proposed replacement highway
bridge across Noel Creek,
mile 0.4, Douglas County, OR

PUBLIC NOTICE NO. 83-N-06

An application has been received by the Commander, Thirteenth Coast Guard District, on behalf of the Douglas County Department of Public Works, Room 219 - Courthouse, Roseburg, Oregon 97470, for approval of location and plans for a replacement highway bridge across a navigable waterway.

WATERWAY AND LOCATION

Noel Creek, mile 0.4, Douglas County, Oregon.

CHARACTER OF WORK

Douglas County proposes to replace a deteriorated wooden pile supported bridge with a modern concrete structure capable of meeting existing and future traffic needs. The project would result in a safer structure. Clearances beneath the bridge would be increased, compared to those now available. Existing and proposed clearances are:

	<u>Existing</u>	<u>Proposed</u>
Horizontal	17.6 feet	25.2 feet
Vertical	11.3 feet at mean lower low water (el. 0.0) 8.5 feet at mean high water (el. 2.8)	13.3 feet at mean lower low water (el. 0.0) 10.5 feet at mean high water (el. 2.8).

ENVIRONMENTAL CONSIDERATIONS

The Federal Highway Administration (FHWA) is the lead federal agency for environmental processing for this project. FHWA has determined that the project would not be a major federal action significantly affecting the quality of the human environment and has classified the proposal as a categorical exclusion for purposes of the National Environmental Policy Act, as amended (NEPA). The Coast Guard has conducted an independent review of the project and we concur in the FHWA determination. Environmental documentation concerning this application is available for review in the offices of the applicant and at the office of the Commander, Thirteenth Coast Guard District, Aids to Navigation Branch.

An application for water quality certification is attached to this public notice. Final action is dependent upon approval by the State of Oregon Department of Environmental Quality or waiver of certification in accordance with current Coast Guard regulations.

The project is located within the Oregon coastal zone and the applicant has certified that the work is consistent with the approved Oregon coastal management program. No fill would be placed below ordinary high water. Available information indicates that the project would not result in a significant floodplain encroachment and would not have a significant adverse impact on wetlands.

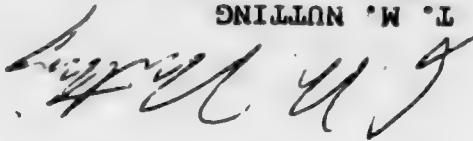
No properties protected by the provisions of section 4(f) of the Department of Transportation Act, as amended, would be affected by this project, nor would there be any effect on properties listed, or eligible for listing, on the National Register of Historic Places.

Preliminary analysis indicates that the proposed activity would not affect threatened or endangered species, or their critical habitat, designated pursuant to the Endangered Species Act, as amended. Special consultation with the Department of the Interior is not anticipated.

SOLICITATION OF COMMENTS

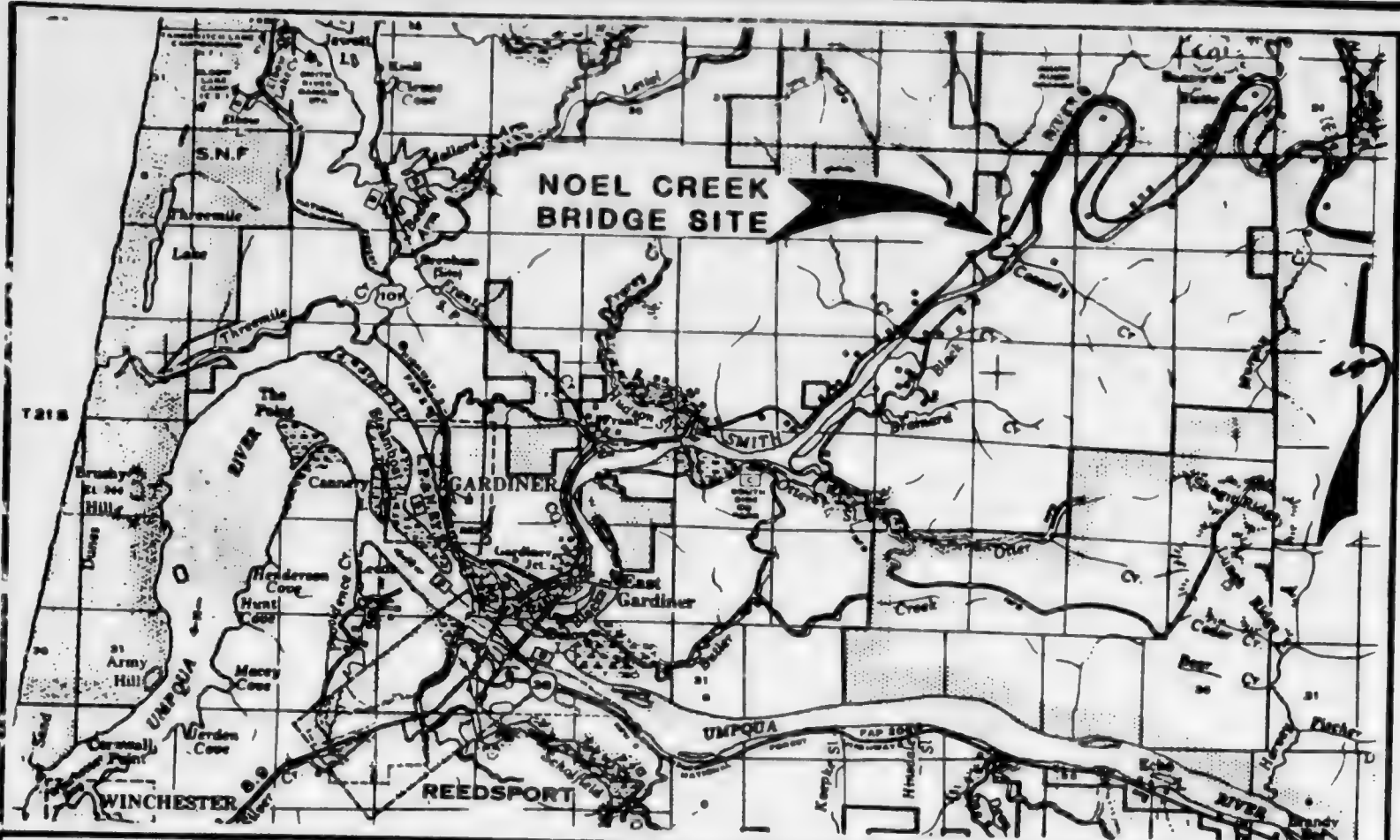
Interested parties are requested to express their views, in writing, on the proposed bridge project, giving sufficient detail to establish a clear understanding of their reasons for support of, or opposition to, the proposed work. Comments will be accepted for the record at the office of the Commander, Thirteenth Coast Guard District, ATTN: Aids to Navigation Branch, 915 Second Avenue, Seattle, Washington 98174, through 4 March 1983. This notice consists of two pages, two sheets of drawings, one sheet public notice by the State of Oregon Department of Environmental Quality (DEQ), and one sheet public notice by the State of Oregon Department of Land Conservation and Development (DLCD).

T. M. NUTTING

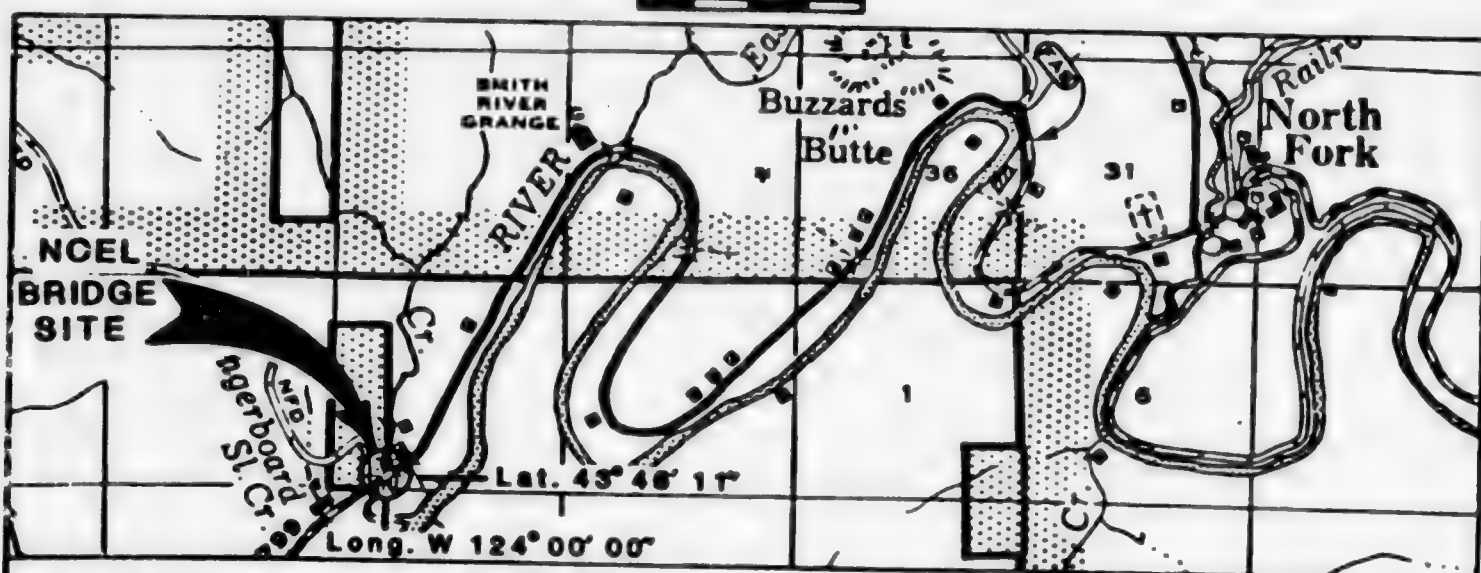


Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

- Encs: (1) Drawings - 2
(2) Public notice, Oregon DEQ
(3) Public notice, Oregon DLCD.

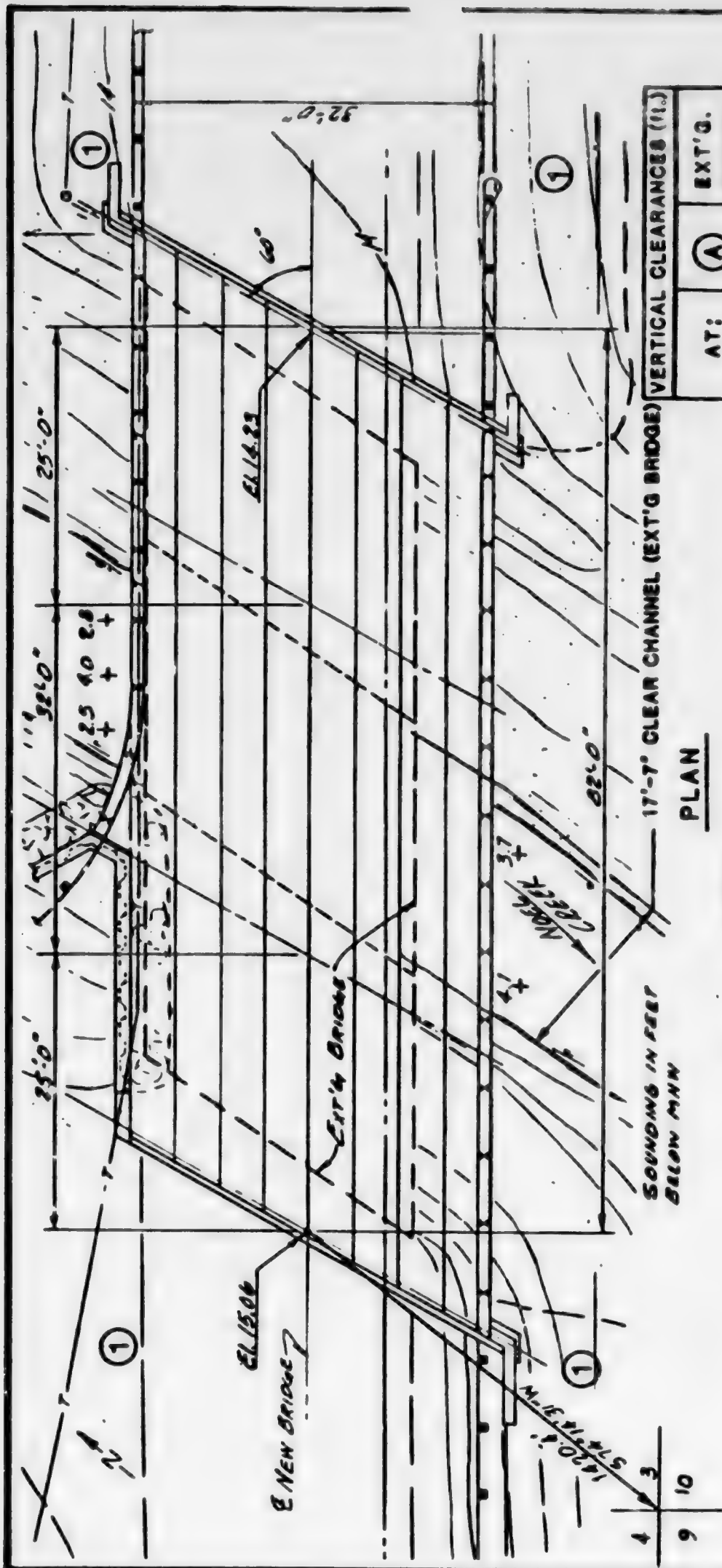


VICINITY MAP (FROM DOUGLAS COUNTY GENERAL HIGHWAY MAP)



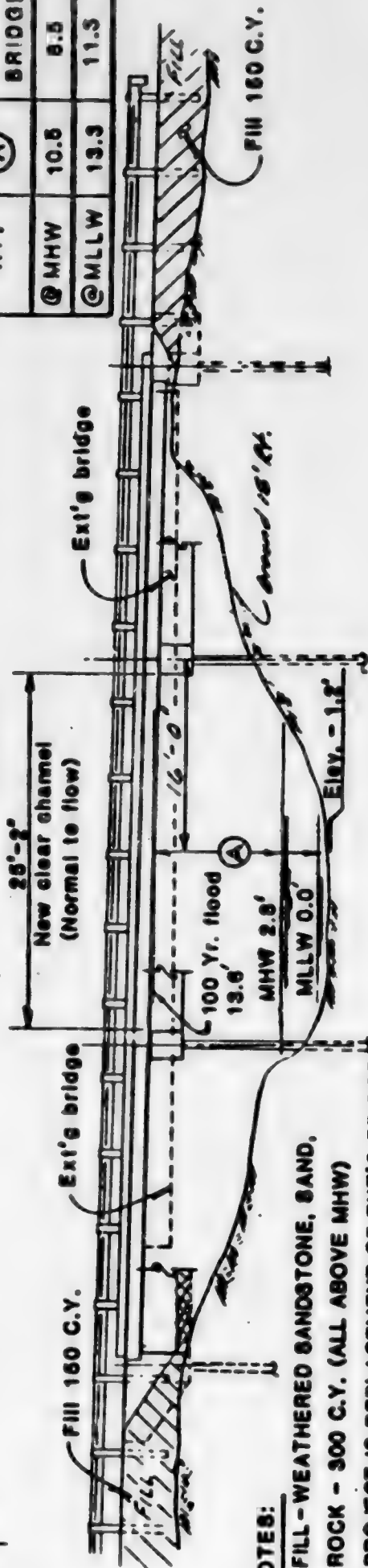
LOCATION MAP (FROM DOUGLAS COUNTY GENERAL HIGHWAY MAP)

PROPOSED BRIDGE OVER NOEL CR.
 RIVER MILE 0.4, NEAR REEDSPORT
 DOUGLAS COUNTY, OREGON
 APPLICATION BY: DOUGLAS COUNTY
 DATE: 12/15/82 SHEET 1 OF 2



VERTICAL CLEARANCES (ft.)		
AT:	(A)	EXT'G. BRIDGE
@ MHW	10.5	8.5
@ MLLW	13.3	11.3

PLAN



NOTES:

1. FILL - WEATHERED SANDSTONE, SAND, & ROCK - 300 C.Y. (ALL ABOVE MHW)
2. PROJECT IS REPLACEMENT OF EXT'G BRIDGE IN SAME LOCATION
3. DATUM - NGVD 1947

ADJACENT PROPERTY OWNERS:
 ① LYLE E. & MARGARET EARLE
 RT. 3 BOX 93 REEDSPORT, OREGON 97467



PROPOSED BRIDGE OVER NOEL CREEK
 RIVER MILE 0.4, NEAR REEDSPORT
 DOUGLAS COUNTY, OREGON
 APPLICATION BY: DOUGLAS COUNTY
 DATE: 12/15/82



Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON 229-5358

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

Public Notice

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Title 33, United States Code, Section 1341, has been requested to certify that there is reasonable assurance that the project described Public Notice No. 83-N-06 issued by Commander, Thirteenth Coast Guard District in Seattle, will comply with the applicable provisions of Title 33, United States Code, Sections 1311, 1312 1316 and 1317. Comments regarding possible water quality effect of the proposed project should be sent within 20 days to the State of Oregon, Department of Environmental Quality, P. O. Box 1760, Portland, OR., 97207.

GDC:
3/13/78

U.S. Department
of Transportation

United States
Coast Guard



Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442 5864

RECEIVED STATE HWY ENGR						
FEB 8 '83						
REFER TO <i>File</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

16591
Serial 52
1 February 1983

In reply refer to
Proposed replacement highway
bridge across Eslick Creek,
mile 0.0, Douglas County, OR

PUBLIC NOTICE NO. 83-N-07

An application has been received by the Commander, Thirteenth Coast Guard District, on behalf of the Douglas County Department of Public Works, Room 219 - Courthouse, Roseburg, Oregon 97470, for approval of location and plans for a replacement highway bridge across a navigable waterway.

WATERWAY AND LOCATION

Eslick Creek, mile 0.0, Douglas County, Oregon.

CHARACTER OF WORK

Douglas County proposes to replace a deteriorated wooden pile supported bridge with a modern concrete structure capable of meeting existing and future traffic needs. The project would result in a safer structure. Horizontal clearances would be increased, while vertical clearances would be reduced slightly. Existing and proposed clearances are:

	<u>Existing</u>	<u>Proposed</u>
Horizontal	16.0 feet	25.0 feet
Vertical	15.4 feet at mean lower low water (el. 0.0) 12.6 feet at mean high water (el. 2.8)	13.6 feet at mean lower low water (el. 0.0) 10.8 feet at mean high water (el. 2.8).

ENVIRONMENTAL CONSIDERATIONS

The Federal Highway Administration (FHWA) is the lead federal agency for environmental processing for this project. FHWA has determined that the project would not be a major federal action significantly affecting the quality of the human environment and has classified the proposal as a categorical exclusion for purposes of the National Environmental Policy Act, as amended (NEPA). The Coast Guard has conducted an independent review of the project and we concur in the FHWA determination. Environmental documentation concerning this application is available for review in the offices of the applicant and at the office of the Commander, Thirteenth Coast Guard District, Aids to Navigation Branch.

An application for water quality certification is attached to this public notice. Final action is dependent upon approval by the State of Oregon Department of Environmental Quality or waiver of certification in accordance with current Coast Guard regulations.

The project is located within the Oregon coastal zone and the applicant has certified that the work is consistent with the approved Oregon coastal management program. No fill would be placed below ordinary high water. Available information indicates that the project would not result in a significant floodplain encroachment and would not have a significant adverse impact on wetlands.

No properties protected by the provisions of section 4(f) of the Department of Transportation Act, as amended, would be affected by this project, nor would there be any effect on properties listed, or eligible for listing, on the National Register of Historic Places.

Preliminary analysis indicates that the proposed activity would not affect threatened or endangered species, or their critical habitat, designated pursuant to the Endangered Species Act, as amended. Special consultation with the Department of the Interior is not anticipated.

SOLICITATION OF COMMENTS

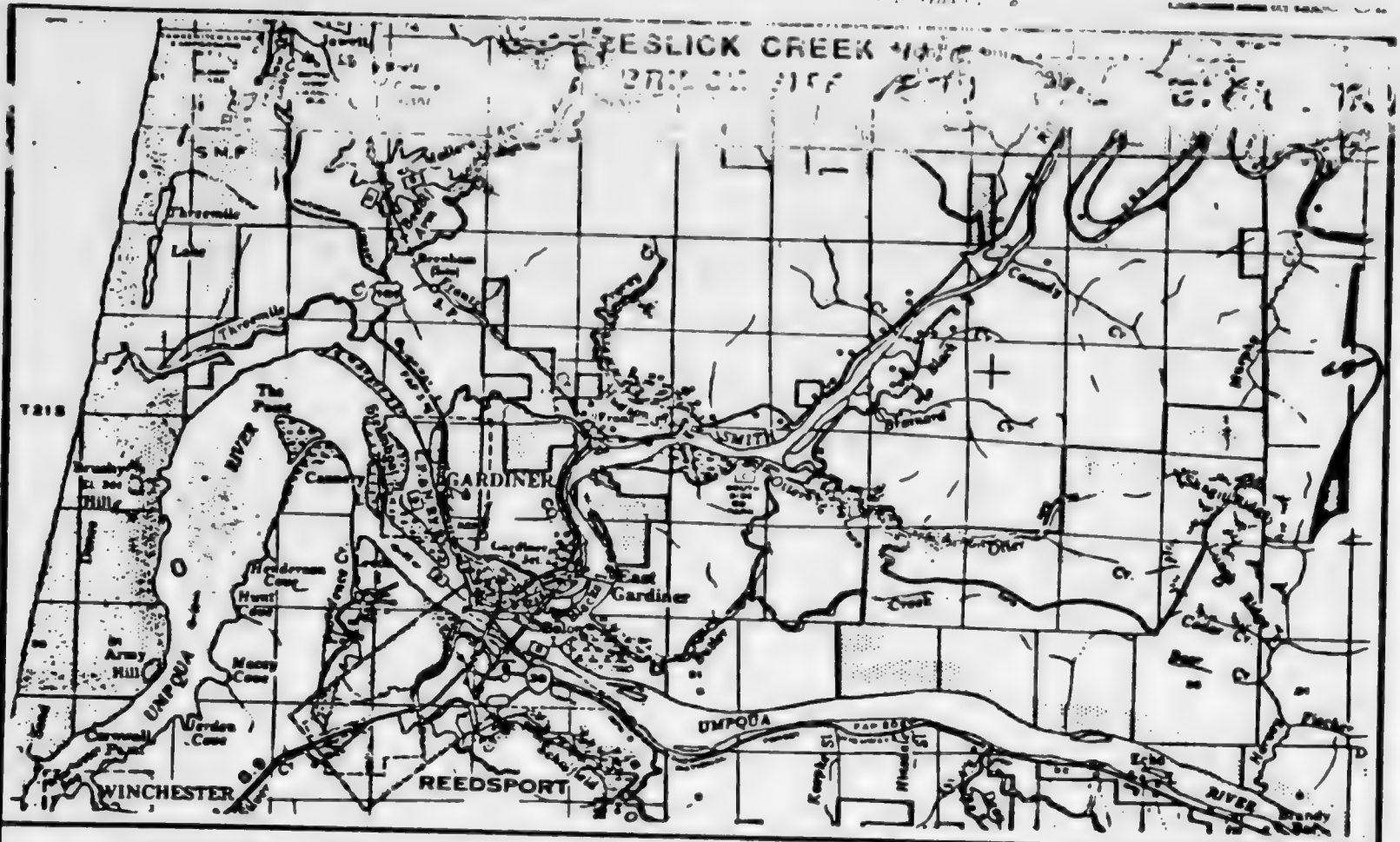
Interested parties are requested to express their views, in writing, on the proposed bridge project, giving sufficient detail to establish a clear understanding of their reasons for support of, or opposition to, the proposed work. Comments will be accepted for the record at the office of the Commander, Thirteenth Coast Guard District, ATTN: Aids to Navigation Branch, 915 Second Avenue, Seattle, Washington 98174, through 4 March 1983.

This notice consists of two pages, two sheets of drawings, one sheet public notice by the State of Oregon Department of Environmental Quality (DEQ), and one sheet public notice by the State of Oregon Department of Land Conservation and Development (DLCD).

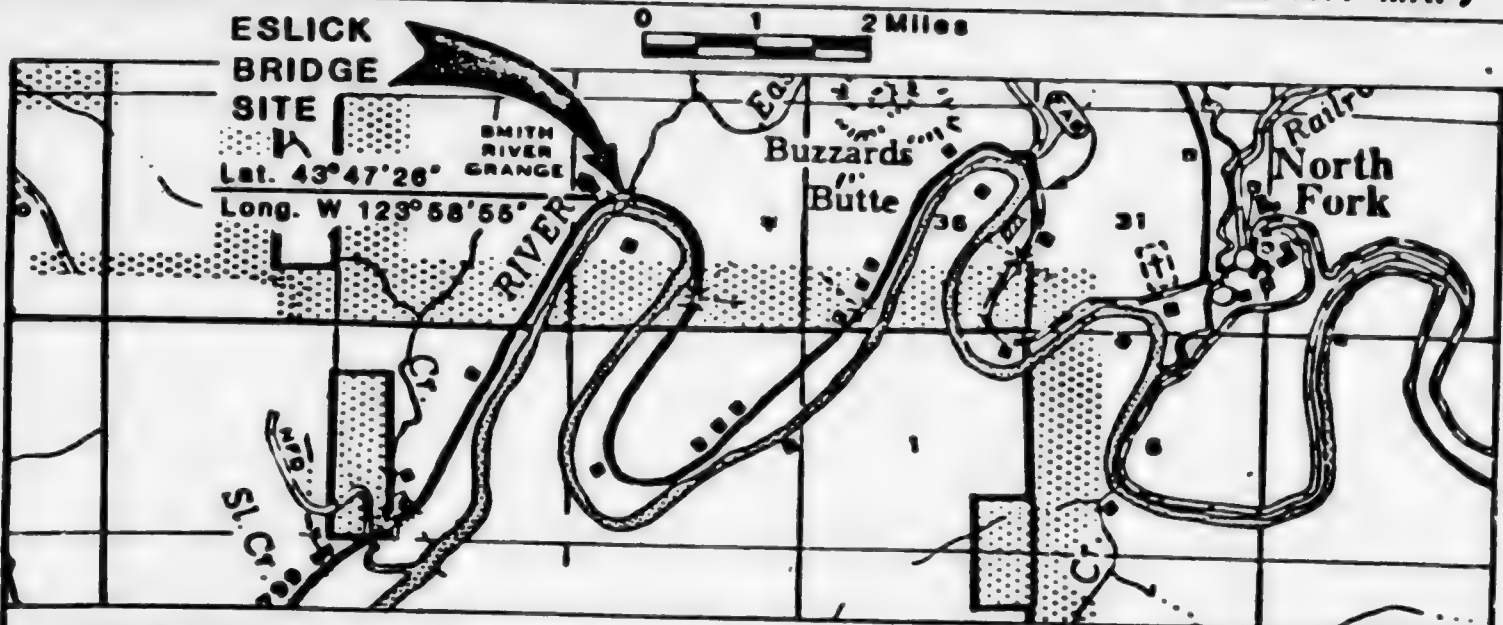
T. M. NUTTING

Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

- Encls: (1) Drawings - 2
(2) Public notice, Oregon DEQ
(3) Public notice, Oregon DLCD.



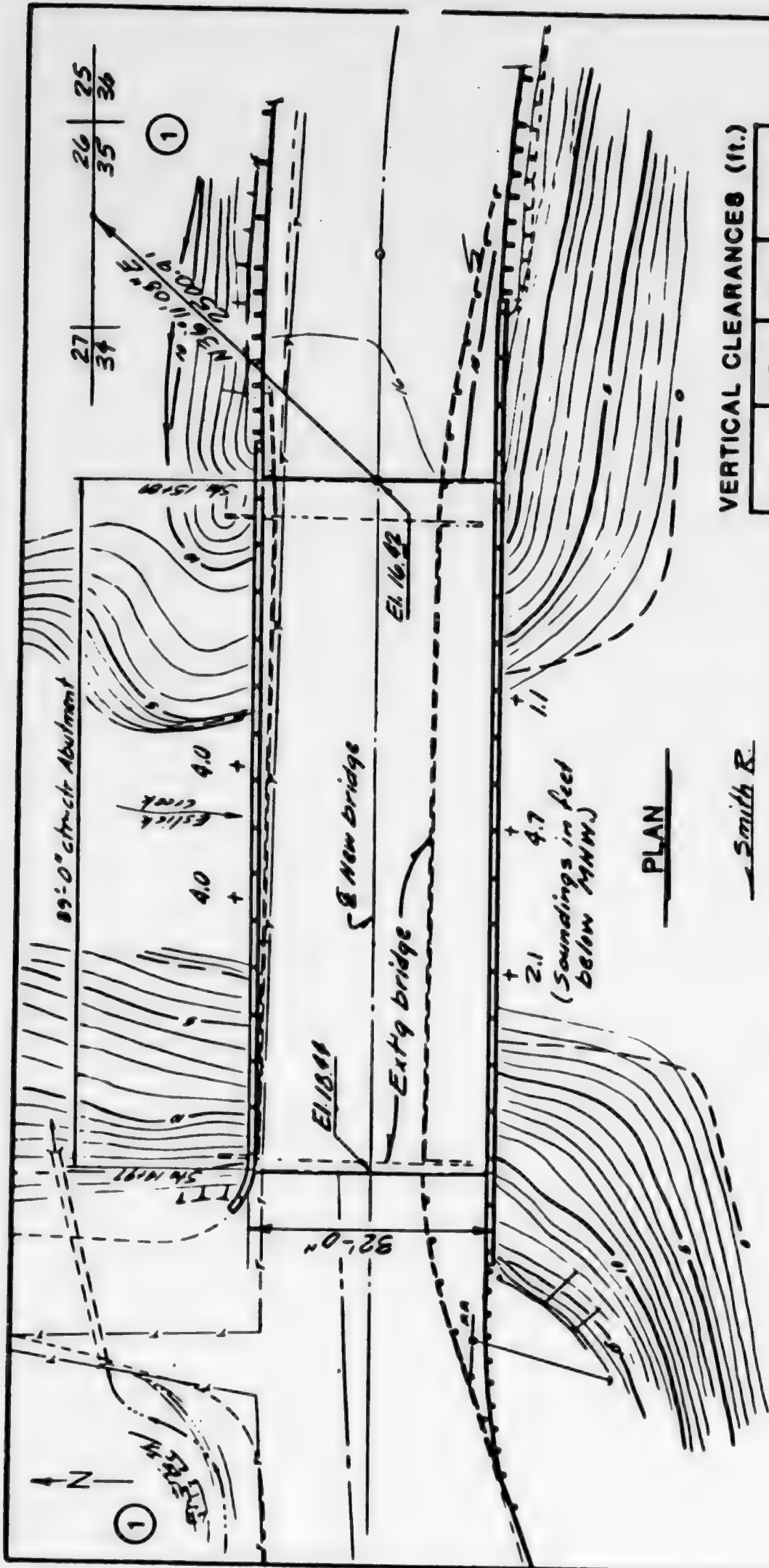
VICINITY MAP (FROM DOUGLAS COUNTY GENERAL HIGHWAY MAP)



LOCATION MAP (FROM DOUGLAS COUNTY GENERAL HIGHWAY MAP)

0 1 Miles
Scale

PROPOSED BRIDGE OVER ESLICK CR.
RIVER MILE 0.0 NEAR REEDSPORT
DOUGLAS COUNTY, OREGON
APPLICATION BY: DOUGLAS COUNTY
DATE: 12/15/82 SHEET 1 OF 2

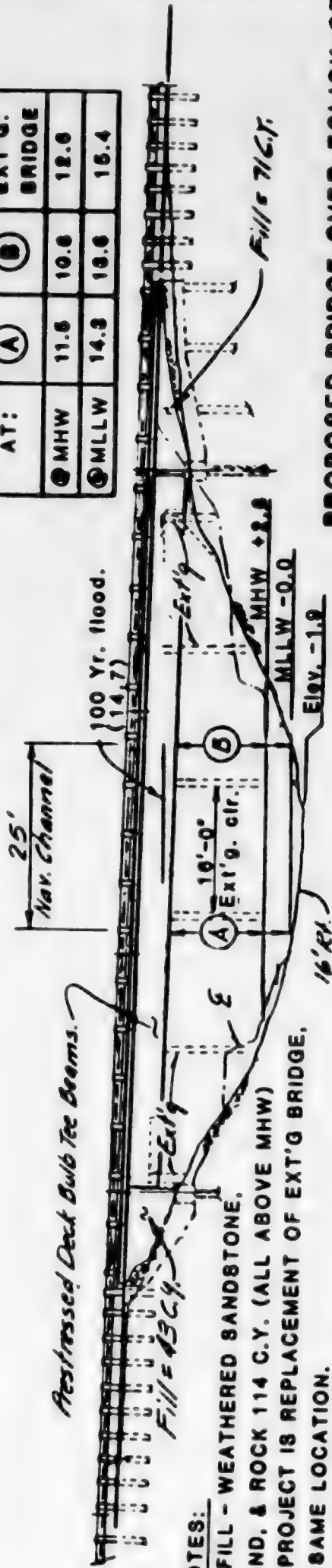


PLAN

VERTICAL CLEARANCES (ft.)

AT:	(A)	(B)	EXT'G. BRIDGE
MHW	11.5	10.6	12.0
MLLW	14.3	13.6	15.4

Smith R.



ELEVATION



NOTES:

1. FILL - WEATHERED SANDSTONE, SAND, & ROCK 114 C.Y. (ALL ABOVE MHW)
2. PROJECT IS REPLACEMENT OF EXT'G BRIDGE, IN SAME LOCATION.
3. DATUM - NGVD 1947

ADJACENT PROPERTY OWNERS:

- 1) RAYMOND SHIRLEY & IRENE BLACK
- c/o GEORGE & KAREN BLACK.

RT. 3 BOX 97, REEDSPORT, ORE. 97467 PHONE (503) 271-3540

PROPOSED BRIDGE OVER ESBICK CR.
AT RIVER MILE 0.0 NEAR REEDSPORT
DOUGLAS COUNTY, OREGON
APPLICATION BY: DOUGLAS COUNTY
DATE: 12/15/82 SHEET 2 OF 2



Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON 229-5358

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

Public Notice

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Title 33, United States Code, Section 1341, has been requested to certify that there is reasonable assurance that the project described Public Notice No. 83-N-07 issued by Commander, Thirteenth Coast Guard District in Seattle, will comply with the applicable provisions of Title 33, United States Code, Sections 1311, 1312, 1316 and 1317. Comments regarding possible water quality effect of the proposed project should be sent within 20 days to the State of Oregon, Department of Environmental Quality, P. O. Box 1760, Portland, OR., 97207.

GDC:
3/13/78



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A409(4)
Smith River Road (4 Bridges)
Deviation From Standards

Date: January 14, 1983

From: Division Administrator

Reply to
Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The information submitted with Mr. Swan's 1/11/83 letter relative to proposed reduced bridge widths on the subject project has been reviewed. Considering the existing vertical and horizontal alignment, existing width, and physical limitations restricting future improvements (as discussed in the Counties 12/21/82 letter to Jack Ayres) on this section of roadway the proposed clear structure roadway width of 29 feet 7½ inches is considered adequate for these four structures.

Your request is therefore approved.

C.C. Cliff Laux
Walt Hart
FRANK TERPIN
Jack SULLIVAN
Jack Ayres

G.K. Hassner
for Dale E. Wilken

RECEIVED STATE HWY ENGR						
JAN 18 '83						
REFER TO <i>Swan</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					X	

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☒
SHM ☐ MJK ☐ DNH ☐

JAN 18 1983

REFERRED TO _____
FOR _____

FILE: PM FA LG.

January 11, 1983

TO: Dale L. Wilken, Division Administrator
Federal Highway Administration

ATTN: W. N. Bryant
Area Engineer

FROM: ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Deviation From Standards
Noel Creek, Eslick Creek,
Steveland Stockway and
Berry Stockway Bridges on
Smith River Road, FAS-A409

Douglas County is requesting additional reduction of roadway width on the subject bridges. The first reduction in width was agreed to in your letter dated October 13, 1982. They now wish to have the roadway width on these bridges reduced to 29' 7 1/2". This width is adequate to satisfy the width of the roadway on either side of the bridges. The roadway on this section was improved in 1979 by an FAS-C project numbered SR-RS-A409(1).

A copy of Douglas County's letter requesting this additional reduction is attached.

We feel their request is justified and request your concurrence.

HK: pf

cc: Walt Hart
Jack Ayres



DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR

ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 440-4208

James F. Gosson, Asst. Director
JUSTICE BUILDING, ROOM 103
(503) 440-4481

W. C. "Bill" Bowne
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
(503) 440-4481

County Shop
2585 N.E. DIAMOND LAKE BLVD.
(503) 440-4268

December 21, 1982

Mr. Jack Ayres
Region Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Re: Horizontal Roadway Geometry
Smith River Road #48

Dear Mr. Ayres:

In response to our recent discussion and your concerns regarding the deck widths of the four bridge structures scheduled for replacement. I will describe the county's rationale in arriving at their deck geometries.

The County, within the past five years has developed a roadway management plan. One component of the plan was to identify the entire County road system in terms of its present function and to identify its ultimate function. Each road or section of road was evaluated in terms of present and predicted ADT, type of traffic, etc. and from that data functional classifications were assigned and roadway templates developed. Each road or section of road was assigned one of four functional classifications: Local road, collector, arterial, or principal highway. Sub-classifications were developed within that framework and roadway templates developed so as to more accurately and realistically address the County's ultimate road needs.

Smith River Road #48 was assigned the functional classification of collector for its entire length. Collectors were then classified into three sub-classifications: Minor collectors, resource collectors and major collectors. This road was further classified as a major collector for a part of its length and resource collector for the remaining part. The line dividing the two was felt to be in the vicinity of the public access (M.P. 8.8) to Smith River for two reasons. The first was due to the anticipated slight increase in traffic that the road would experience from that point, downstream to its intersection with State Highway 101,

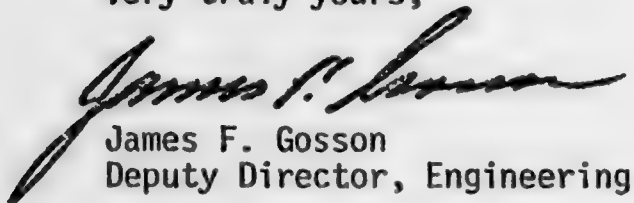
Copy to: Hal Reynoldson ✓
Walt Hart

and the other being the physical limitations that would restrict the county's ability to realistically accomplish in terms of road reconstruction. As you are probably aware, the existing road from about this location to its end generally has a more severe horizontal alignment than the downstream section (some curves exceed 35°). The terrain is also much more unforgiving, with nearly vertical sandstone on the left and the fill directly into Smith River on the right. In addition, wetlands exist throughout the length of the road.

The existing roadway is 24' wide. I feel that it will constitute a major accomplishment if it can ultimately be widened to 28', with both the vertical and horizontal alignment remaining basically the same. That will satisfy the criteria for its functional classification (resource collector) except for the horizontal alignment.

The template for our resource collector is a 28' paved surface with 1' gravel shoulders. I feel that the proposed clear deck widths of 29'-7½" is pretty much a bulls-eye. I will be glad to discuss it further with you, however, if you wish.

Very truly yours,



James F. Gosson
Deputy Director, Engineering

JFG:mh

xc: K. L. Erickson



STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: Hal Reynoldson
Program Management

DATE: December 29, 1982

FROM: *George E. Terpin*
Frank E. Terpin
Location Engineer

SUBJECT: Smith River Bridges (4)
Smith River Road
Douglas County

Attached herewith is a preliminary prospectus for the subject project.

Please note that our estimated construction costs are somewhat above those estimated by Douglas County. The most significant increase is due to the estimate for "engineering and contingencies."

Would you see if we can resolve this difference in estimates with the County to our mutual satisfaction.

GCW:PL:ge
Attachments

cc Alfred Shirley w/att.
George Wills

*Check 1-5-83
He says to place Jack Ayres
County wishes Smith R.
1st then remainder for
Little R.*

MANAGEMENT SECTION

DES

DNR

MR

MR

22

FOR
FILE PM FA LG

PROGRAM MANAGEMENT SECTION

DHM ☐ DES ☒
SHM ☐ MJK ☐ DNH ☐

JAN 3 1983

REFERRED TO _____
FOR _____

FILE: PM FA LG.

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301		OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION																	
PROJECT LOCATION Co. Rd., 7.7 mi. NE of Gardiner, NE 4.7 miles. "Smith River Road (4) Bridges"	APPN CODE 075	ITEM NO. 30036	PROJECT NO. RS-A409(4)	ROUTE NO. <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">FED. S</td> <td style="width: 50%; border: none;">STATE</td> </tr> <tr> <td style="border: none;">A409</td> <td style="border: none;">Co. Rd.</td> </tr> </table>		FED. S	STATE	A409	Co. Rd.										
FED. S	STATE																		
A409	Co. Rd.																		
Access Control <u>None</u> Parking Restrictions <u>None</u> System Revision <u>None</u> Airports (within 2 Mi.) <u>None</u> ROW <u>60' Normal</u> Water Development <u>None</u> Recreation & Historical Areas <u>None</u> County <u>Douglas</u> Code <u>(019)</u>																			
A-95 Review: State Cl. Ho. Exempt <u>X</u> Date Approved _____ Dist. <u>6</u> Cl. Ho. Exempt <u>X</u> Date Approved _____ No Reply _____																			
Project Environmental Assessment: FHWA Concurrence Dated <u>2-25-80 (Statewide)</u> 1-EIS _____ 2-Categorical Exclusion <u>X</u> 3-Draft Assessment & FONSI _____																			
Notes: (1) Project in Congressional District <u>4</u> . (2) <u>Exception to minimum design standard for structure width of 32 feet.</u> <u>Approved by FHWA 10-18-82.</u>																			
I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below: <table style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 50%; vertical-align: top;"> <u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u> </u> <u>X</u> Incl. Archeological Salvage <u> </u> <u>X</u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work </td> <td style="width: 50%; vertical-align: top;"> Est. Proj. Cost: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">TEC NTE</td> <td style="width: 10%;">\$</td> <td style="width: 70%;">18,000</td> </tr> <tr> <td>88.15 FF</td> <td>\$</td> <td>15,866</td> </tr> <tr> <td>STATE</td> <td>\$</td> <td>1,067</td> </tr> <tr> <td>CO.</td> <td>\$</td> <td>1,067</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____ </td> </tr> </table>						<u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u> </u> <u>X</u> Incl. Archeological Salvage <u> </u> <u>X</u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work	Est. Proj. Cost: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">TEC NTE</td> <td style="width: 10%;">\$</td> <td style="width: 70%;">18,000</td> </tr> <tr> <td>88.15 FF</td> <td>\$</td> <td>15,866</td> </tr> <tr> <td>STATE</td> <td>\$</td> <td>1,067</td> </tr> <tr> <td>CO.</td> <td>\$</td> <td>1,067</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____	TEC NTE	\$	18,000	88.15 FF	\$	15,866	STATE	\$	1,067	CO.	\$	1,067
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TEC NTE	\$	18,000																	
88.15 FF	\$	15,866																	
STATE	\$	1,067																	
CO.	\$	1,067																	
REMARKS: Attached is a copy of the authority for surveys & project maps. CL:ab																			
DATE 12-21-82	SIGNATURE OF REQUESTING OFFICIAL D. E. Swan, P.E.		TITLE Program Control Engineer																

December 13, 1982

Douglas County Board of Commissioners
1036 SE Douglas
Roseburg, OR 97470

AGR 4-2

Attention: Doris Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2282

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Preliminary Engineering and Construction-Finance Agreement to construct the Eslick Creek (Smith River Road) Bridge on FAS-A409.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

December 13, 1982

Douglas County Board of Commissioners
1036 SE Douglas
Roseburg, OR 97470

AGR 4-2

Attention: Doris Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2281

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Preliminary Engineering and Construction-Finance Agreement to replace the Noel Creek (Smith River Road) Bridge on FAS-A409.

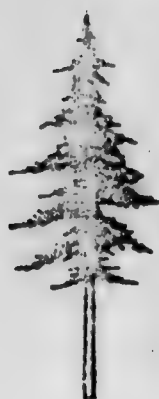
We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

¹⁸
Attachment

bc: Don Harwell



DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR

ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 440-4208

James F. Gosson, Asst. Director
JUSTICE BUILDING, ROOM 103
(503) 440-4481

W. C. "Bill" Bowne
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
(503) 440-4481

County Shop
2586 N.E. DIAMOND LAKE BLVD
(503) 440-4268

December 13, 1982

Jack Ayres
Region Federal Aid. Engr.
Oregon State Highway Div.
P. O. Box 1128
Roseburg, OR 97470

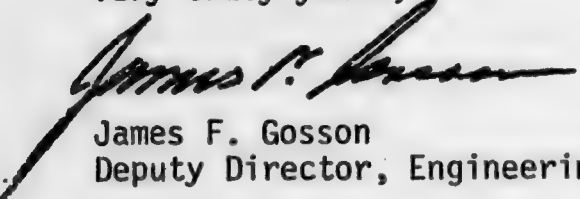
Dear Mr. Ayres:

Approval of roadway widths and total superstructure widths are requested as listed below.

Bridge Name		Roadway Width		Total Width	Standard
Little River Bridge	ADT 800	33'-7½"	FHWA Approved 36	36'-1½"	41
Noel Creek Bridge		29'-7½"		32'-1½"	
Eslick Creek Bridge	425	29'-7½"	32	32'-1½"	34
Berry Stockway		29'-7½"		32'-1½"	
Staveland Stockway		29'-7½"		32'-1½"	

If you should have any questions, please give me a call.

Very truly yours,


James F. Gosson
Deputy Director, Engineering

JFG:mh

xc: OBEC
L. Busenbark

Copy to Phil Lewellyn, Loc
Harold Reynoldson

*Told Jack Ayres NO
he said he would write to county
about it
Told Jack they would have to
have a better reason*



DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR

ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 440-4208

James F. Gosson, Asst. Director
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SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
(503) 440-4481

County Shop
2586 N.E. DIAMOND LAKE BLVD.
(503) 440-4268

December 6, 1982

Mr. Jack Ayres
Federal Aid Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, OR 97470

Re: Bridge Replacement - Smith River Road

FAS-A409

Dear Jack:

As part of construction phase of the proposed replacement of the four bridges on Smith River Road, a phase of signal controlled one-lane of traffic will be necessary for each.

If all four are included under a single contract and if all are replaced simultaneously, it will be necessary to install and maintain four temporary signal installations at the same time.

I would prefer that this work not be included in the contract, but be arranged for separately, if the costs associated with the work would be eligible as qualifying for funding under the FAS program.

If that be the case, I would recommend that the State furnish the controller units and signal heads and expertise necessary to synchronize the signals and that the County provide the remaining items such as support poles, guys and anchors and the necessary electrical related work necessary to provide power at the sites.

If this is not possible, I would then recommend that all associated work be included in the contract.

Enclosed for your information are sketch maps of the proposed installations as we envision them. Thank you.

Very truly yours,

James F. Gosson
James F. Gosson
Deputy Director, Engineering

JFG:mh

Enc.

xc: K. L. Erickson, w/encs.

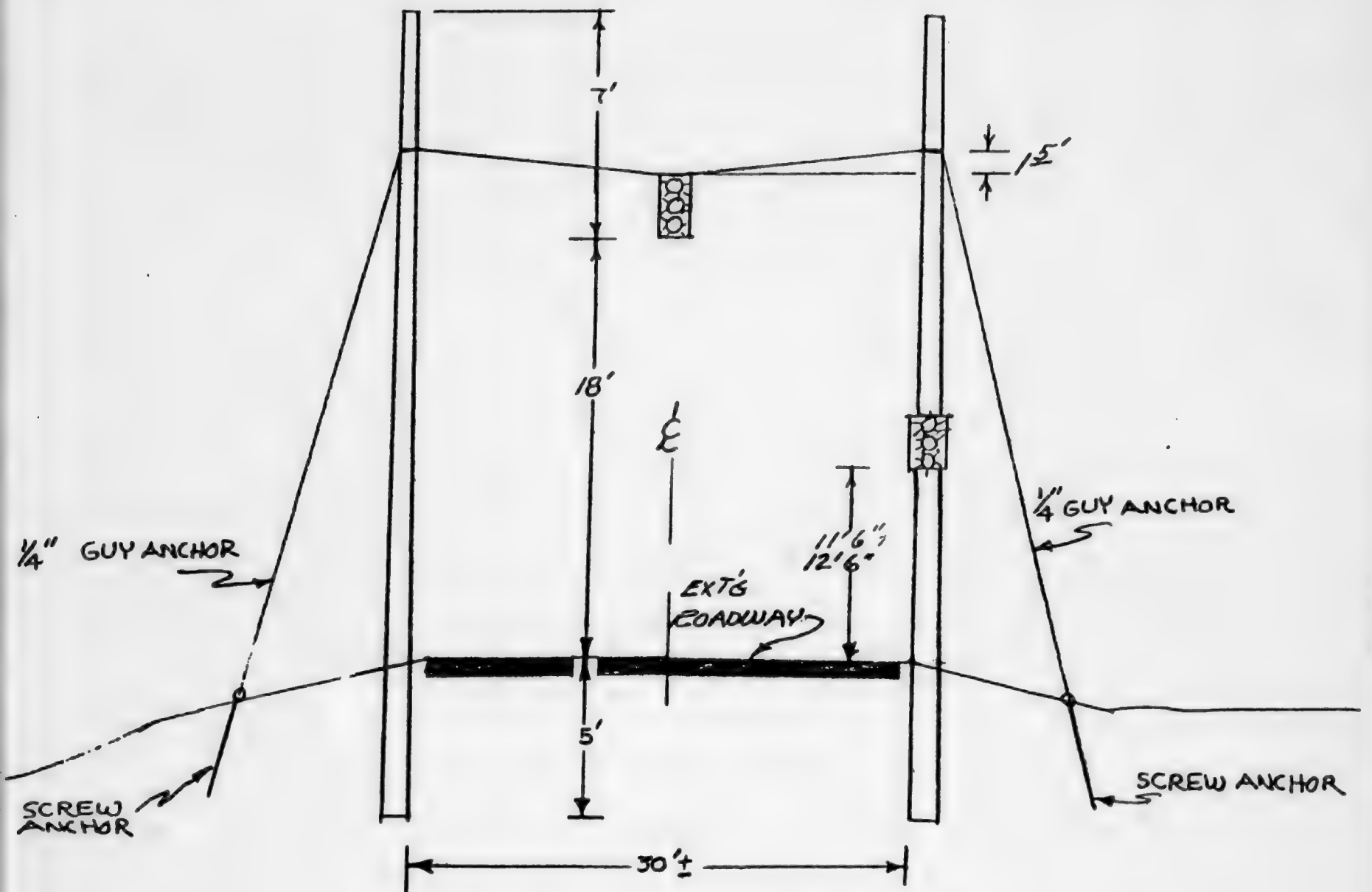
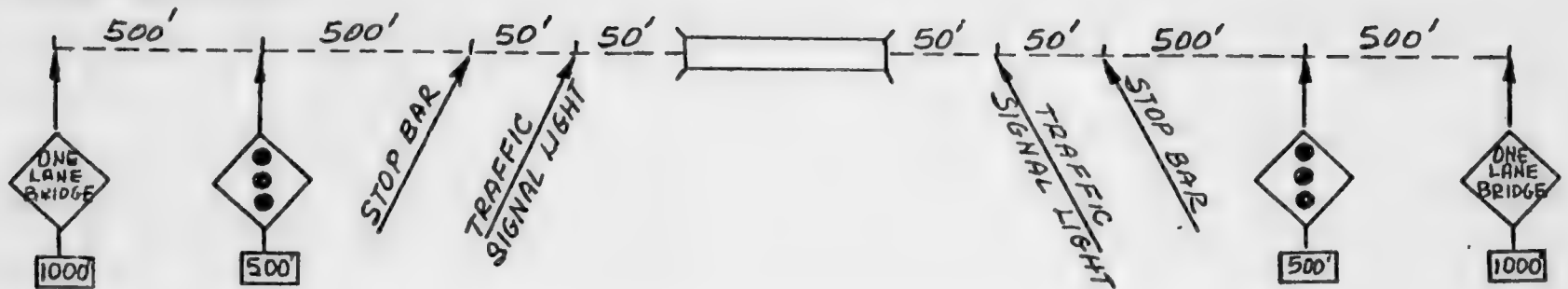
cc: Harold Reynoldson ✓

ROSEBURG		REGION	
RECEIVED		AD	
DEC 10 1982			
TE	TE	TE	TE
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TE	TE	TE	TE

L. E. George, Jack Sullivan

NOEL CREEK BRIDGE
R.L. V0.48 - M.P. 7.67

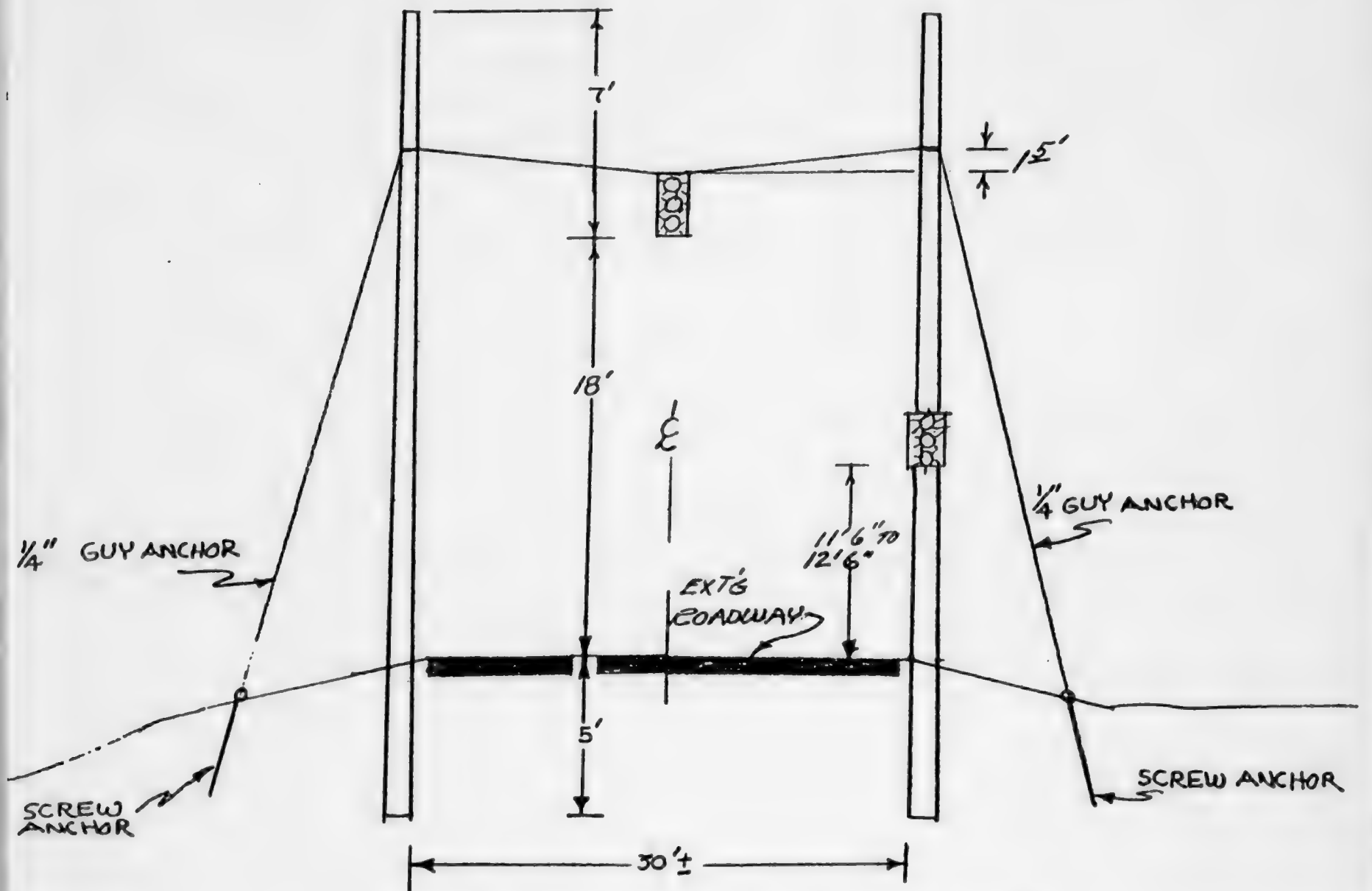
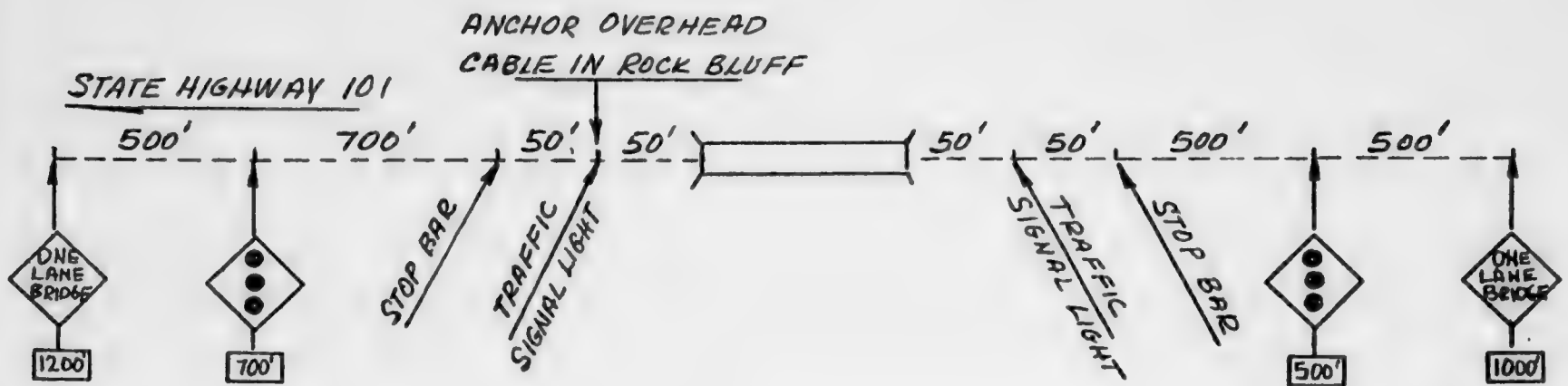
STATE HIGHWAY 101



TYPICAL TRAFFIC LIGHT INSTALLATIONS

ESLICK CREEK BRIDGE

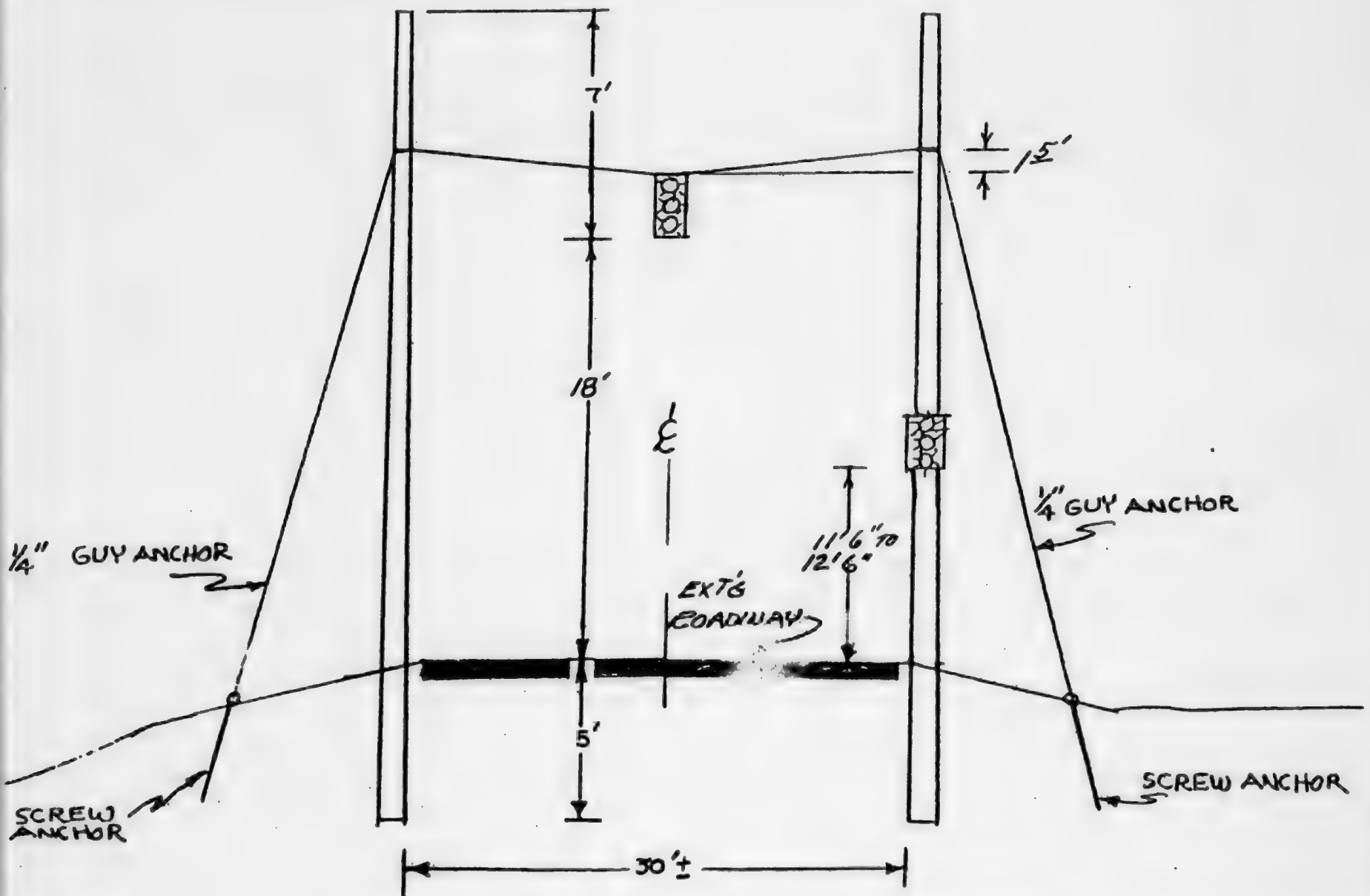
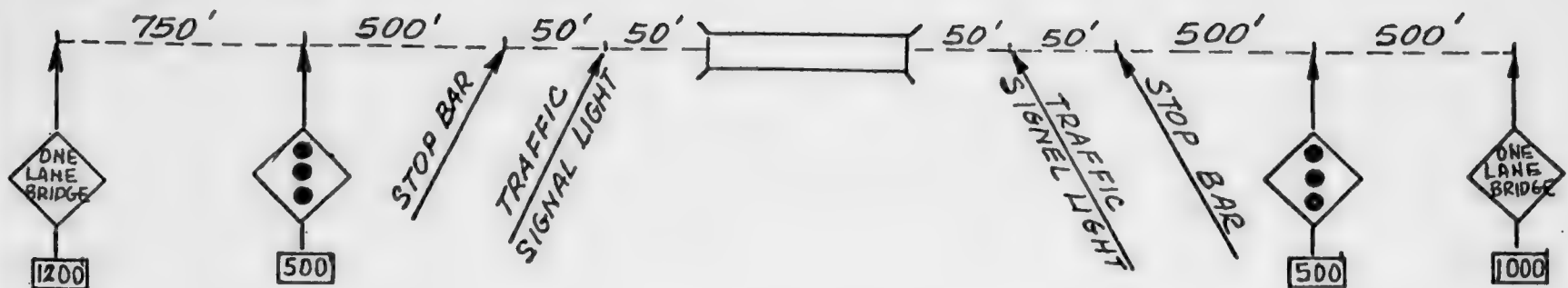
A.D. NO. 48 - M.P. 9.45



TYPICAL TRAFFIC LIGHT INSTALLATIONS

BERRY STOCKWAY
K. NO. 48 - M.P. 10.09

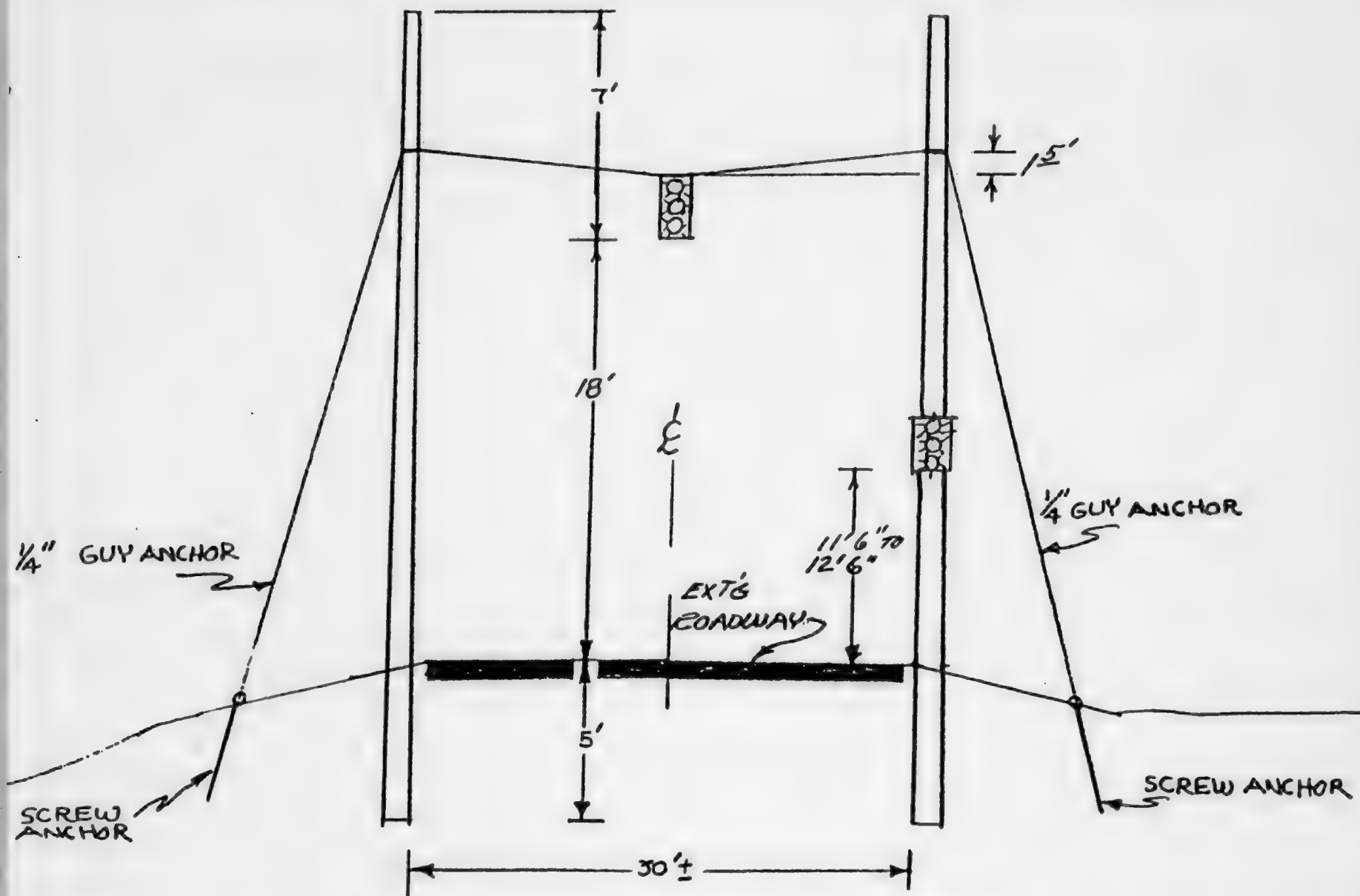
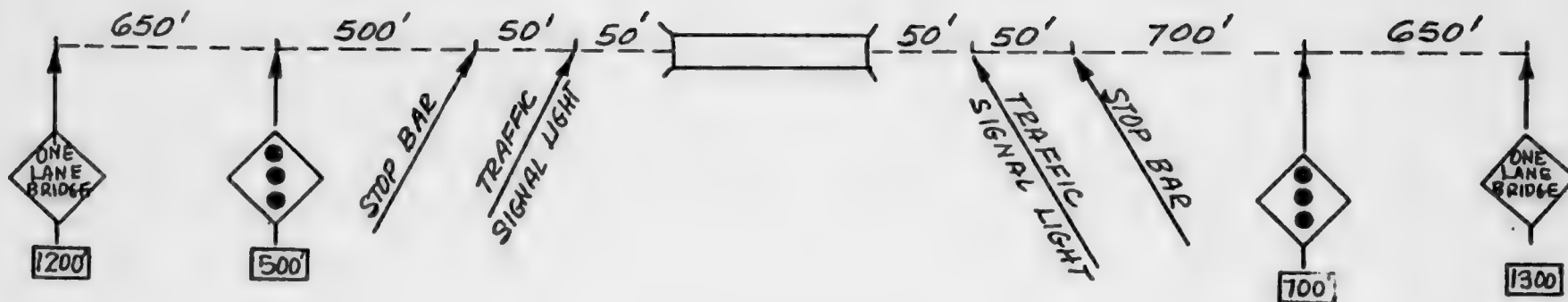
STATE HIGHWAY 101



TYPICAL TRAFFIC LIGHT INSTALLATIONS

STAVELAND STOCKWAY
I. NO. 48 - M.P. 12.43

STATE HIGHWAY 101



TYPICAL TRAFFIC LIGHT INSTALLATIONS

PROGRAM MANAGEMENT SECTION

DHM ☐ DES ☐

SHM ☐ MJK ☐ DNH ☐

DEC 8 1982

REFERRED TO _____
FOR _____

FILE: PM FA LG.



PROJECT PROSPECTUS
PART 4 - SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

EAS A409

SECTION

Noel Creek (Smith River Road) Bridge #10C264

REGION

3

Smith River Rd. SURVEY AUTHORITY EAS A409

AUTHORIZATION NO.

1

PREFIX

510-1918

DATE

12-1-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$ 300	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT	County Funded		919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		300
906 BRIDGE DESIGN		700	921 SPECIFICATIONS		1000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
908 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		100	924 D.O.T.			955 RW RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			980 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		300	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		100			

TOTALS \$4,500 \$ 4,500

PREVIOUS AUTHORIZATION \$

FEDERAL AID PROJECT NUMBER

RS-A409(4)

ADD. AUTH. REQUIRED \$

LOCATION ENGINEER'S REMARKS

1
3
4
RECEIVED
Cy Watson
27
1-11-83

Consultant to prepare plans, specifications & estimate at county expense.
State to review, advertise and award contract under federal aid project.
Work approved through P.S.E. Doc.
It is anticipated that all Smith River Road structures (4) will be combined in one contract.

PREPARED BY

Phil Lewellyn

DATE

12-1-82

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS

DATE

1/6/83

RECOMMENDED, REGION ENGINEER

DATE

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES

DATE

1/5/83

RECOMMENDED, LOCATION ENGINEER

DATE

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

1-11-83

734-1814 (7-82)



PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Noel Creek (Smith River Road) Bridge # 10C264

REGION

3

STATE HIGHWAY #

HIGHWAY NAME

MILE POST

FROM 7.55 TO 7.65

LENGTH

0.10

☐ URBAN
☒ RURAL

CITY

COUNTY

Douglas

ROAD/STREET NAME

Smith River County Road #48

ROUTE #

FEDERAL AID #

FAS A409

APPLICANT (IF OTHER THAN STATE)

Douglas County

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	\$ 4.5	GRADING	(✓)	FILES	(#) 2
RIGHT OF WAY	\$ Co. Funds	PAVING	(✓)	ACRES	(#) 0.05
ROADWAY	\$ 10	STRUCTURES	(✓) X	RELOCATIONS	(#) None
STRUCTURES	\$ ~~115~~ 110	SIGNING	(✓) —	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	\$ 0	SIGNALS	(✓) —	PRELIMINARY ENGINEERING (S.C.A)	C
ILLUMINATION	\$ 0	ILLUMINATION	(✓) —	CONSTRUCTION ENGINEERING (S.C.A)	C
TEMPORARY PROTECTION	\$ 10			RIGHT OF WAY DESCRIPTIONS (S.C.A)	A
Remove Exstg. Str.	\$ 0	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S.C.A)	A
40% ENGINEERING & CONTINGENCIES	\$ ~~54.10~~ 19.60	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	\$ ~~149.60~~ 197.	WORK TYPE (1-12)	5	☒ CONTRACT ☐ OTHER	
TOTAL ESTIMATE	\$ ~~154.10~~			☐ STATE FORCE	
				☐ CITY FORCE	
				☐ COUNTY FORCE	
FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	3/83	RECOMMENDED FUNDING SOURCE	FAS-C	
RECOMMENDED PROGRAM REVISIONS					

ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM
TRAVEL LANES (#)	2	2	Recently conducted bridge inspection determined that this structure was in worse condition than previously thought. Replacement schedule needs to be advanced.
STRUCTURES (#)	1	1	
SIGNALS (#)	0	0	
BIKE PATH (Y/N)	N	N	
AVERAGE DAILY TRAFFIC	425	425	PROPOSED SOLUTION
YEAR OF AVERAGE DAILY TRAFFIC	1982		Replace existing 22'x72' wood structure with a precast concrete structure.
REQUESTED, REGION ENGINEER			DATE
X			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS			DATE
X			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION			DATE
X H.S.C.			10-19-82
			TRANSP. COMM. APPROVAL DATE
			PROGRAM YEAR
			FUNDING



PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION

Noel Creek (Smith River Road) Bridge #10C264

KEY ID #

REGION

3

PROJECT JUSTIFICATION

See attached O.B.E.C. Inspection Reports

ADMINISTRATION RECOMMENDATION



PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Noel Creek (Smith River Road) Bridge #10C264

REGION

3

ENTER: **S**—STATE **C**—CONSULTANT **A**—APPLICANT
E—EXISTING **N**—NO

PERMITS AND DOCUMENTS

A-95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	C	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	A	DETOUR	N	BORROW SOURCE	A	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	C	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	C	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	A	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) 0 NEW (#) 0	

RIGHT-OF-WAY

UTILITIES

A (LIST BELOW)

ACQUISITIONS

RELOCATIONS

SIMPLE (#)

COMPLEX (#)

BUSINESS (#)

RESIDENTIAL (#)

2

0

0

0

Telephone

RIGHT-OF-WAY LIAISON

EASEMENTS (#)

ACCESS CONTROL (Y/N)

DESIGN SPEED

55

DESIGN STANDARDS

AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
0	0	0	0	1	0	0	12	0	12	0	0	1	0	0	0	0
0	0	0	0	4	0	0	12	0	12	0	0	4	0	0	0	0

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
aggregate base					
Asphaltic concrete					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	82	32	115,000 ~~110,000~~	BRIDGE 5			
BRIDGE 2	72	22	Removal 8,000	BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

For Location Engineer

Date

1/4/83



PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION

Noel Creek (Smith River Road) Bridge #10C264

KEY ID #

REGION

3

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

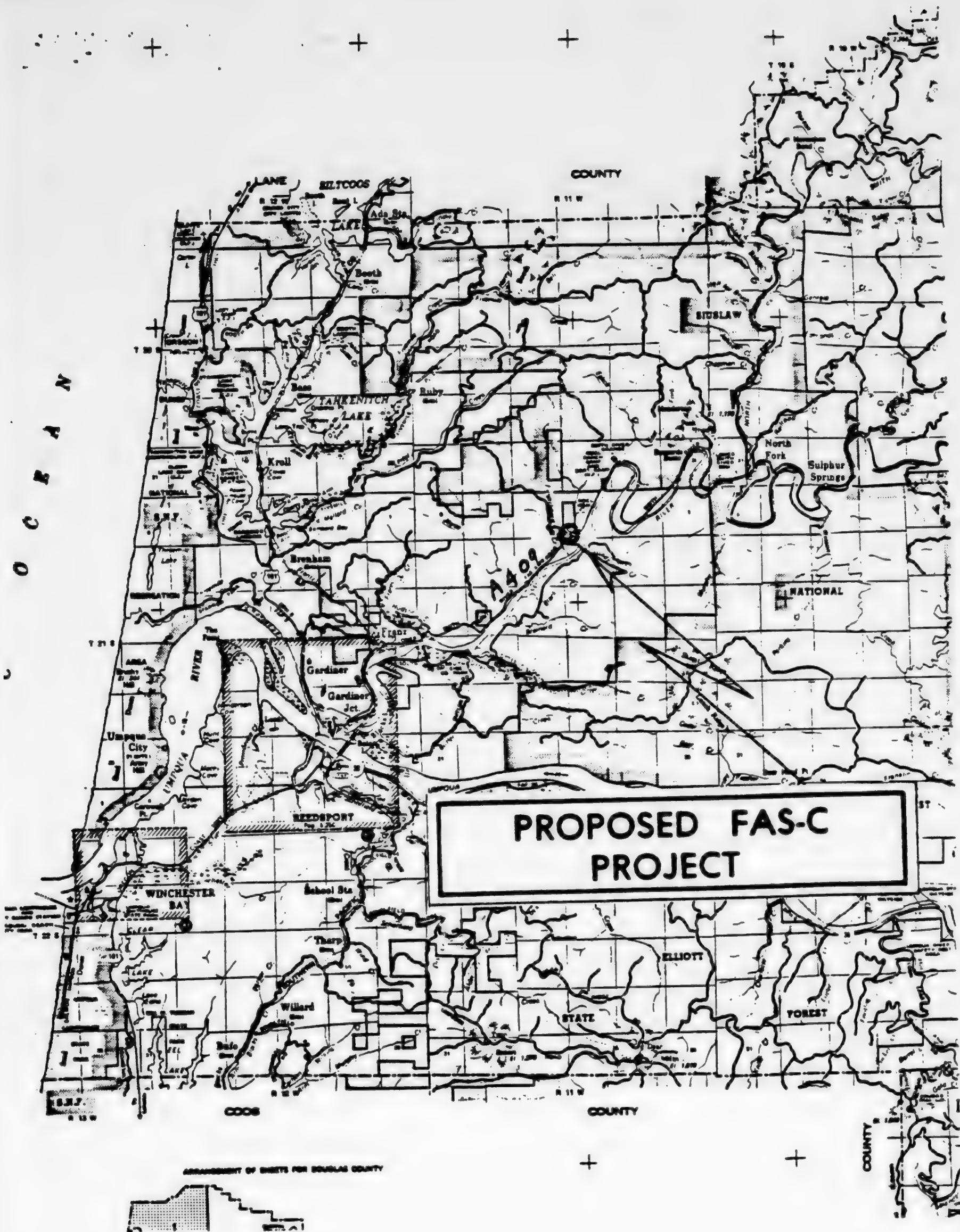
OTHER DOCUMENTATION

PREPARED BY

X

TELEPHONE NUMBER

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE





U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

THE OREGON DIVISION - SALEM

510-1918

Subject: Oregon Project RS-A409(4)
Smith River Road (4 Bridges)
Deviation From Standards

Date: January 14, 1983

From: Division Administrator

Reply to
Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The information submitted with Mr. Swan's 1/11/83 letter relative to proposed reduced bridge widths on the subject project has been reviewed. Considering the existing vertical and horizontal alignment, existing width, and physical limitations restricting future improvements (as discussed in the Counties 12/21/82 letter to Jack Ayres) on this section of roadway the proposed clear structure roadway width of 29 feet 7½ inches is considered adequate for these four structures.

Your request is therefore approved.

C.C. Cliff Loux
Wall Hart

FRANK TERPIN

Jack Sullivan

Jack Ayres

D. K. Hosmer
Dale E. Wilken

RECEIVED

JAN 19 1983

LOCATION
SECTION

RECEIVED STATE HWY ENGR							
JAN 18 '83							
REFER TO <i>Swan</i>							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	
					X		

NOTED
F. E. TERPIN

REPORT OF ACTION UNDER DELEGATED AUTHORITY
BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, SOS, HBR, and FAI-X), I approved the following:

<u>SECTION & JURISDICTION</u>	<u>TOTAL EST. COST</u>	<u>FEDERAL FUNDS</u>	<u>STATE SHARE</u>	<u>LOCAL GOVT. FUNDS</u>	<u>APPROVAL DATE</u>
<u>HBR PROJECTS</u>					
Crooked River (Conant Basin Rd.) Bridge No. 13C32 Crook County	\$ 129,000	\$ 103,200	\$ ---	\$ 25,800	9-22-82
Trout Creek (Clemens Rd.) Bridge No. 31C53 Jefferson County	115,000	92,000	---	23,000	9-22-82
<u>FAI-X PROJECT</u>					
SW 60th Ave.-SW 30th Ave., SW Vermont St. City of Portland	1,214,000	1,031,900	---	182,100	11-3-82
<u>FAS-C PROJECTS</u>					
Berry Stockway (Smith River Road) Bridge Douglas County	96,400	84,800	5,800	5,800	10-19-82
Eslick Creek (Smith River Road) Bridge Douglas County	156,400	137,600	9,400	9,400	10-19-82
Noel Creek (Smith River Road) Bridge Douglas County	144,600	127,200	8,700	8,700	10-19-82
Staveland Stockway (Smith River Road) Bridge Douglas County	48,000	42,200	2,900	2,900	10-19-82
Little River (Little River Road) Bridge Douglas County	552,000	485,800	33,100	33,100	10-19-82

November 4, 1982

H. S. Coulter
H. S. Coulter, P.E.
State Highway Engineer

*orig. to [unclear]
[unclear]
[unclear]*



STATE OF OREGON

PRO 6

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: Harold Reynoldson
Project Management

DATE: November 1, 1982

FROM: Jack Ayres *JA*
Region Federal Aid Specialist

SUBJECT: Replacement FAS-C Project for S. Myrtle Road
Douglas County

Attached is a revised proposal by Douglas County for the replacement of five deficient bridges within the county. It is proposed that preliminary engineering for the design portion of these bridges will be performed by OBEC with the county picking up the design costs. This buys them a considerable amount of time required to qualify a consultant.

Our preliminary engineering costs will be for plans approval, specifications approval and preparation for bid.

The county wishes to go to contract sometime early next spring. They wish to award two separate contracts. The first for Noel Creek Bridge, Eslick Creek Bridge, Berry Stockway and Staveland Stockway. If adequate funding remains from bid prices on these structures, the county will immediately go to bid with the Little River Bridge project. If only a small amount of money is required, the county may elect to pick up any difference not covered by FAS-C funds with their own money.

We will be preparing a prospectus and authority for survey early next week.

ja/cp

cc: Walt Hart
G. Potter
F. Morrison
R. Busey
Phil Lewelyn
Jack Sullivan

*Memo has changed agreements
to satisfy county's request.*



DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR

ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 440-4208

James F. Gosson, Asst. Director
JUSTICE BUILDING, ROOM 103
(503) 440-4481

W. C. "Bill" Bowne
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
(503) 440-4481

County Shop
2586 N.E. DIAMOND LAKE BLVD.
(503) 440-4768

October 25, 1982

Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

ATTENTION: Mr. Jack Ayres

SUBJECT: FASC Request Change

Dear Jack:

In response to our recent discussion, Douglas County would like to delete the Johnson Creek structure on Road #48A from its request. This then will leave the following structures as being contemplated for replacement under the FASC program:

Structure	Est. Const. Costs	Est. Const. Eng. & Cont. Adm.	Est. Total Costs
Noel Creek Bridge	\$ 120,000	\$ 15,000	\$ 135,000
Eslick Creek Bridge	130,000	16,000	146,000
Berry Stockway	80,000	10,000	90,000
Staveland Stockway	40,000	5,000	45,000
Little River Bridge	460,000	92,000	552,000
		TOTAL	\$ 968,000

The County would prefer to establish the completion dates for both contracts around the 1st - 15th of November, 1983.

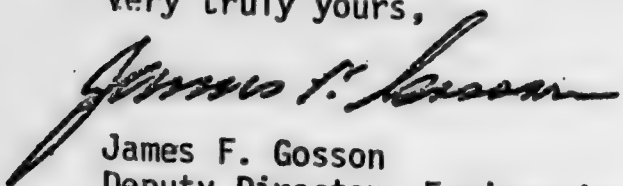
As the total cost is expected to exceed the funding available, the County is planning to pay the difference as discussed in my letter to you of September 24, 1982.

Preliminary engineering for Noel Creek Bridge, Berry Stockway and Little River Bridge are approximately 95% complete. Eslick Creek Bridge and Staveland Stockway are 20% and 10% complete, respectively. Douglas County intends to complete the remaining preliminary engineering with its budgeted funds.

Therefore, preliminary engineering for these five structures would not be a component of the interagency agreement.

If you should have any questions, please give me a call.

Very truly yours,



James F. Gosson
Deputy Director, Engineering
Dept. of Public Works

JFG:s1

xc: K. L. Erickson w/attachment
Warren Poland w/attachment

9676



U.S. Department
of Transportation

Federal Highway
Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A409(-)
Noel Creek, Eslick Creek,
Staveland Stockway and Berry
Stockway Bridges on Smith River Road

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Date: October 18, 1982

Reply to
Attn. of: HFO.3-OR

Mr. Swan's October 11 letter indicated that Douglas County has requested that a deviation from AASHTO Standards be approved for the subject structures. The letter indicates the County feels that it is in the public interest to reduce the roadway width on each bridge from 34 feet to 32 feet because:

- 1) The roadway between and beyond the bridges is only 26 feet wide, and the County has no plans for widening.
- 2) This section of roadway goes through mountainous terrain.
- 3) To widen the roadway in this area would be very costly.

While we concur with the County that a structure roadway width of 32 feet is adequate for this road system it would be helpful if the State would include their recommendation with all future requests.

Dale E. Wilken
Dale E. Wilken

cc:
OSHD (D E Swan)

cc Lamy
Holt
T. Sullivan
L. Sullivan
D. Sullivan

RECEIVED STATE HWY ENGR						
OCT 19 '82						
REFER TO <i>Nothing</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

FORAM MANAGEMENT SECTION
DH W ~~DM~~ DES ~~DM~~
SRM ~~M~~ MK ~~DM~~
OCT 20 1982

REFERRED TO _____
FOR _____
FILE: PM FA LG.

7-74
October 11, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Deviation from Standards
FAS-C Projects on
Smith River Road FAS-A409 for
Noel Creek Br., Eslick Creek Bridge,
Staveland Stockway Br., and Berry
Stockway Bridge

Douglas County is requesting a deviation from standards for the roadway width on the above bridges. The County feels that it is in the public interest to reduce the roadway on each of the above bridges from 34 feet to 32 feet because:

1. The roadway between and beyond the bridges is only 20-feet wide, and the County has no plans for widening.
2. This section of roadway goes through mountainous terrain.
3. To widen the roadway in this area would be very costly.

Your consideration and concurrence is requested.

HR:pf



STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

ACC

TO:

H. S. Coulter
State Highway Engineer

DATE: October 18, 1982

FROM:

Robert N. Bothman
Assistant State Highway Engineer

SUBJECT:

FAS-C Project
Eslick Creek (Smith River Rd.) Bridge Sec.
FAS-A409
Douglas County

Douglas County has requested a project to replace the Eslick Creek Bridge on Smith River Road - FAS-A409. New structure is to be approximately 90 feet long and the roadway is to be 32 feet wide. County will acquire the additional R/W at their own expense. Engineering by Consultant.

<u>JURISDICTION</u>	<u>SECTION</u>	<u>TOTAL FUNDS</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
Douglas Co.	Eslick Creek (Smith River Rd.) Bridge Section - FAS-A409 Structure	\$156,400	\$137,600	\$9,400	\$9,400

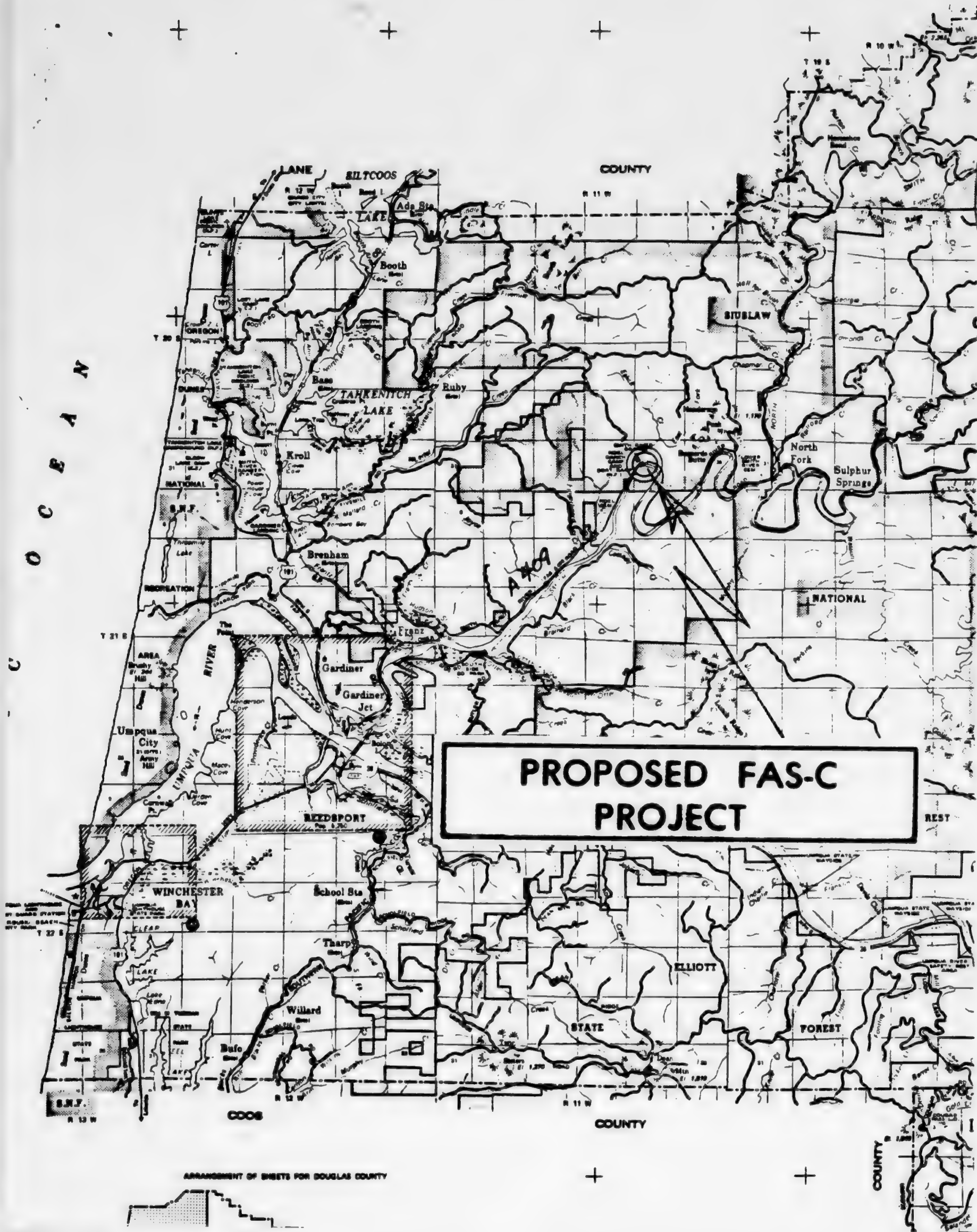
The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

State Highway EngineerDate 10/19/82

D. E. Swan - Please Program & Update PMS.
Fred Miller
L. W. Rulien
R. N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
D. H. Hoehring
C. T. Keasey
George Bell
J. H. Versteeg
L. E. George
F. E. Terpin
W. J. Hart
Roger Trygstad
Don Adams
J. Sullivan
John Scofield
George Wills
Phil Lewellyn
Frank Lowe
Region 3:
A. Shirley
Jack Ayres
Neil Flanagan

10-19-82
10-19-82
10-19-82



PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Smith River Bridges		KEY ID #	
STATE HIGHWAY #		REGION 3	
HIGHWAY NAME Smith River (Rd. #48) & N. Fk. Smith Riv. (Rd. #48A)		MILE POST FROM 7.67 TO 12.43	
CITY		ROAD/STREET NAME Smith River & North Fork Smith River	
COUNTY Douglas		LENGTH	
FEDERAL AID # 409 & 410		APPLICANT (IF OTHER THAN STATE) Douglas County	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	\$ N/A	GRADING	(✓) X	FILES	(#) 10
RIGHT OF WAY	\$ N/A	PAVING	(✓) X	ACRES	(#) 0.25
ROADWAY	\$ 50,000	STRUCTURES	(✓) X	RELOCATIONS	(#) 0
STRUCTURES	\$ 440,000	SIGNING	(✓)	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	\$	SIGNALS	(✓)	PRELIMINARY ENGINEERING (S,C,A)	C
ILLUMINATION	\$	ILLUMINATION	(✓)	CONSTRUCTION ENGINEERING (S,C,A)	C
TEMPORARY PROTECTION	\$			RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	\$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
CON ENGINEERING & CONSULTANCIES	\$ 150,000	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	\$ 590,000	WORK TYPE (1-12)	5	☒ CONTRACTOR ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE	\$ 590,000				
FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 / 83	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR 1983		

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)

ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM
TRAVEL LANE (#)	2	2	The five existing treated wood structures are showing considerable rot.
STRUCTURES (#)	5	5	
SIGNALS (#)	0	0	
BIKE PATH (Y/N)	N	N	
AVERAGE DAILY TRAFFIC	425	425	PROPOSED SOLUTION
YEAR OF AVERAGE DAILY TRAFFIC	1982		Replace the structures with a concrete structure.

REQUESTED REGION ENGINEER	DATE	TRANSP. COM. APPROVAL DATE	PROGRAM YEAR	FUNDING
X				
APPROVED ASST. HWY. ENGR. FOR OPERATIONS	DATE			
X				
APPROVED ASST. HWY. ENGR. FOR ADMINISTRATION	DATE			
X				

*Copy to Gilman
10-12-82*



PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION

Smith River Bridges

KEY ID #

REGION

3

PROJECT JUSTIFICATION

See attached O.B.E.C. bridge inspection reports.

ADMINISTRATION RECOMMENDATION



PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SECTION MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Smith River Bridges

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A-95		SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	C	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	C	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	C	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING		SECTION 4(F)	
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

UTILITIES

(LIST BELOW)

ACQUISITIONS

RELOCATIONS

COMPANIES

SIMPLE (#)

COMPLEX (#)

BUSINESS (#)

RESIDENTIAL (#)

0

0

0

0

RIGHT-OF-WAY
LIAISON

EASEMENTS (#)

ACCESS
CONTROL (Y/N)

DESIGN SPEED
55

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
-----------	-----------	-----------	---------	----------	--------	--------	--------	--------	--------	--------	--------	----------	---------	-----------	-----------	-----------

EXISTING

				1	--	--	12	0	12	--	--	1				
				3	--	--	12	0	12	--	--	3				

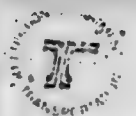
PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggregate base					
Asphaltic concrete					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	82	32	110,000	BRIDGE 5	80	32	110,000
BRIDGE 2	90	32	120,000	BRIDGE 6			
BRIDGE 3	49	32	70,000	BRIDGE 7			
BRIDGE 4	20	32	30,000	BRIDGE 8			



PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION

Smith River Bridges

KEY ID #

REGION

3

ESTIMATED RIGHT-OF-WAY IMPACTS

No change

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No change

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No change

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No change

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

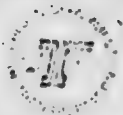
PREPARED BY

X *James P. Brown*

TELEPHONE NUMBER

440-4481

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE



PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION

Smith River Bridges

REGION

3

SURVEY AUTHORITY

AUTHORIZATION NO.
1

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 RW RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS \$ \$

PREVIOUS AUTHORIZATION \$

ADD. AUTH. REQUIRED \$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Proposed project is to reconstruct five bridges and approaches as necessary on this section of County road. PE and construction engineering to be performed by consultant.

PREPARED BY

DATE

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS

DATE

RECOMMENDED, REGION ENGINEER

DATE

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES

DATE

RECOMMENDED, LOCATION ENGINEER

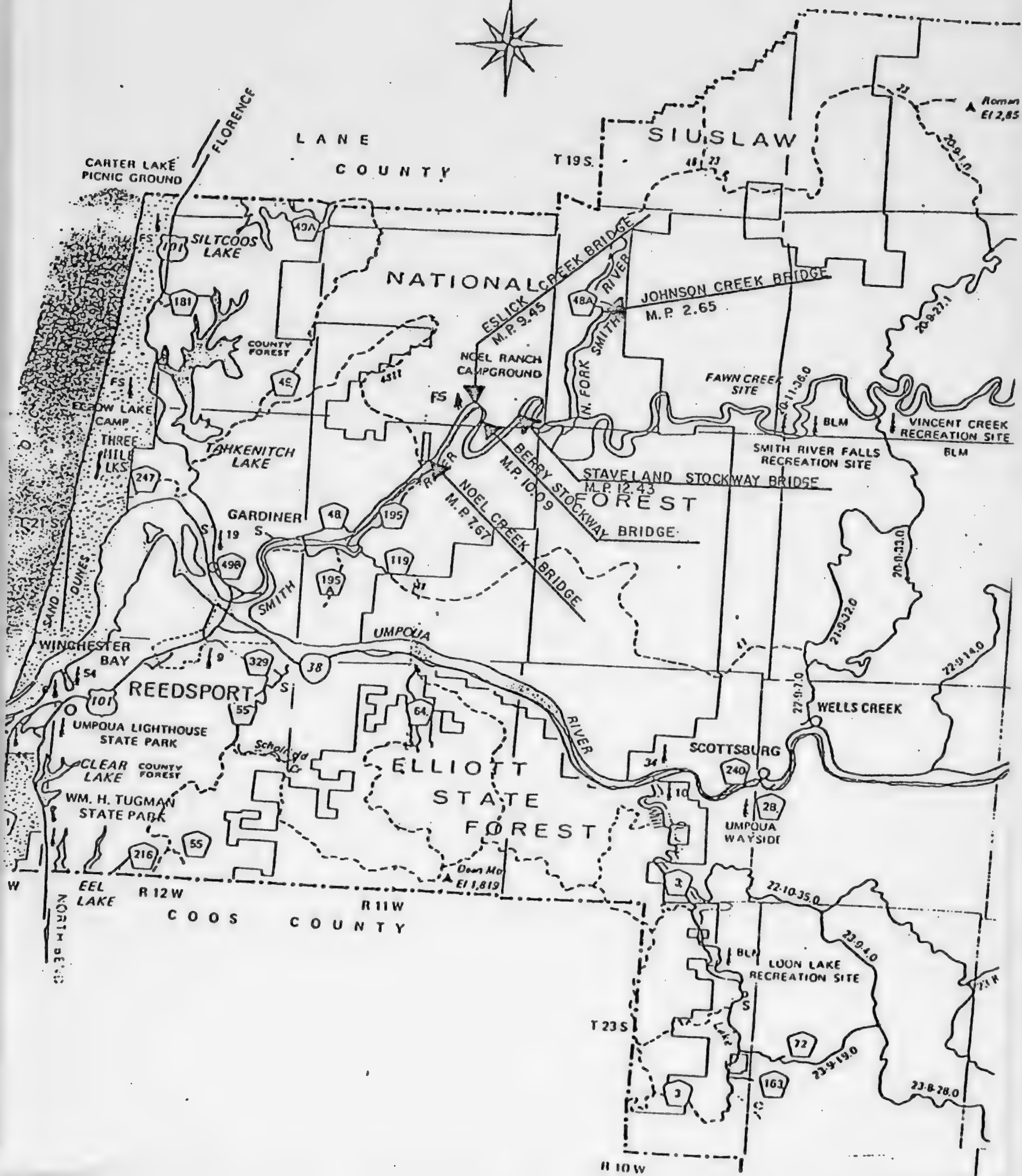
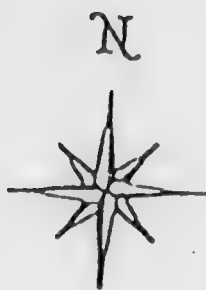
DATE

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

X

X

X





PRO 6

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: D.H. Moehring
Asst. State Highway Engineer

DATE: October 1, 1982
ATTN: Harold Reynoldson

FROM: Jack Ayres *JA*
Region Federal Aid Specialist

SUBJECT: Project Request Change
Douglas County

Attached are new project applications from Douglas County. The County wishes to temporarily cease work on the S. Myrtle Road FAS-C project at the conclusion of preliminary engineering.

They have decided after reviewing their latest bridge inspection reports that several bridges must be repaired or replaced immediately. These new project applications are for those bridge replacements utilizing the FAS-C funds set up for the S. Myrtle Road construction project.

Both the old project application forms and the new combination application, location prospectus, authority for survey, project classification form are included.

ja/cp
attach.
cc: Walt Hart
Gary Potter

HIGHWAY DIVISION

Jack Ayres
Region 3 Federal Aid Specialist

October 11, 1982

D. E. Swan
Program Control Engineer

Douglas County FAS-C Projects

Douglas County in their letter to you dated September 24, 1982 indicated that they think they will have \$1,012,000 in Federal funds for their projects. It appears that they included the 1984 allocation which is one year too many. In our letter to Mr. Kenneth Erickson dated March 25, 1982 we informed him that the County had \$497,500 in Federal funds for construction. After that they received the 1982 allocation, \$202,600, making a total of \$700,100 in Federal funds. If this year's allocation is the same as last year they should receive another \$202,600 making a total of \$902,700 in Federal funds.

In summary: Funds remaining in 1981	-	\$497,500	
1982	-	<u>202,600</u>	
		\$700,100	
1983	-	<u>202,600</u>	(Yet to come)
		\$902,700	

Johnson Creek (N. Fork Smith River Rd.) Bridge is not on the FAS-C system. What does the County wish us to do.

HR:pf

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # _____

REGION 3

SECTION Smith River Bridges

STATE HIGHWAY # _____ HIGHWAY NAME Smith River (Rd. #48) & N. Fork Smith Riv. (Rd. #48A) MILE POST FROM 7.67 TO 12.43 LENGTH _____

☐ URBAN ☐ RURAL CITY _____ COUNTY Douglas ROAD/STREET NAME Smith River & North Fork Smith River

ROUTE # _____ FEDERAL AID # A-409 & 410 APPLICANT (IF OTHER THAN STATE) Douglas County

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	\$ N/A	GRADING	(✓) X	FILES (#)	10
RIGHT OF WAY	\$ N/A	PAVING	(✓) X	ACRES (#)	0.25
ROADWAY	\$ 50,000	STRUCTURES	(✓) X	RELOCATIONS (#)	0
STRUCTURES	\$ 440,000	SIGNING	(✓)	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	\$	SIGNALS	(✓)	PRELIMINARY ENGINEERING (S,C,A)	C
ILLUMINATION	\$	ILLUMINATION	(✓)	CONSTRUCTION ENGINEERING (S,C,A)	C
TEMPORARY PROTECTION	\$			RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	\$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONSTRUCTION	\$ 150,000	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	\$ 590,000	WORK TYPE (1-12)	5	☒ CONTRACTOR	☐ OTHER
TOTAL ESTIMATE	\$ 590,000			☐ STATE FORCE	
				☐ CITY FORCE	
				☐ COUNTY FORCE	

FINANCING PROGRAMMING RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/83 RECOMMENDED FUNDING SOURCE FAS-C RECOMMENDED PROGRAM YEAR 1983

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL SECTION _____ FUNDS _____ CUR. YR. _____ ESTIMATE (000's) \$ _____

☐ POSTPONE ☐ CANCEL SECTION _____ FUNDS _____ CUR. YR. _____ ESTIMATE (000's) \$ _____

ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM
TRAVEL LANES (#)	2	2	The five existing treated wood structures are showing considerable rot.
STRUCTURES (#)	5	5	
SIGNALS (#)	0	0	
BIKE PATH (Y/N)	N	N	
AVERAGE DAILY TRAFFIC	425	425	PROPOSED SOLUTION
YEAR OF AVERAGE DAILY TRAFFIC	1982		
			Replace the structures with a concrete structure.

REQUESTED REGION ENGINEER X DATE _____

APPROVED ASST. HWY. ENG. FOR OPERATIONS X DATE _____

APPROVED ASST. HWY. ENG. FOR ADMINISTRATION X DATE _____

TRANSP. COMM. APPROVAL DATE _____ PROGRAM YEAR _____ FUNDING _____

Copy to Gilman



PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION

Smith River Bridges

KEY ID #

REGION

3

PROJECT JUSTIFICATION

See attached O.B.E.C. bridge inspection reports.

ADMINISTRATION RECOMMENDATION



PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND LOCATION MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Smith River Bridges

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A-95		SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	C	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	C	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	C	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING		SECTION 4(F)	
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

UTILITIES

(LIST BELOW)

ACQUISITIONS

RELOCATIONS

COMPANIES

SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON

EASEMENTS (#)

ACCESS CONTROL (Y/N)

DESIGN SPEED
55

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				1	--	--	12	0	12	--	--	1				
				3	--	--	12	0	12	--	--	3				

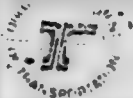
PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggregate base					
Asphaltic concrete					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	82	32	110,000	BRIDGE 5	80	32	110,000
BRIDGE 2	90	32	120,000	BRIDGE 6			
BRIDGE 3	49	32	70,000	BRIDGE 7			
BRIDGE 4	20	32	30,000	BRIDGE 8			



PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION

Smith River Bridges

KEY ID #

REGION

3

ESTIMATED RIGHT-OF-WAY IMPACTS

No change

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No change

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No change

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No change

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

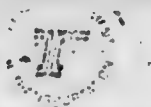
PREPARED BY

X

TELEPHONE NUMBER

440-4481

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE



PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION

Smith River Bridges

KEY ID#

REGION

3

SURVEY AUTHORITY

AUTHORIZATION NO.

1

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
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907 PRELIMINARY DESIGN			922 ADMIN SERVICES			949 URBAN STUDIES		
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911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS \$ \$

PREVIOUS AUTHORIZATION \$

ADD. AUTH. REQUIRED \$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Proposed project is to reconstruct five bridges and approaches as necessary on this section of County road. PE and construction engineering to be performed by consultant.

PREPARED BY

DATE

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS

DATE

RECOMMENDED, REGION ENGINEER

DATE

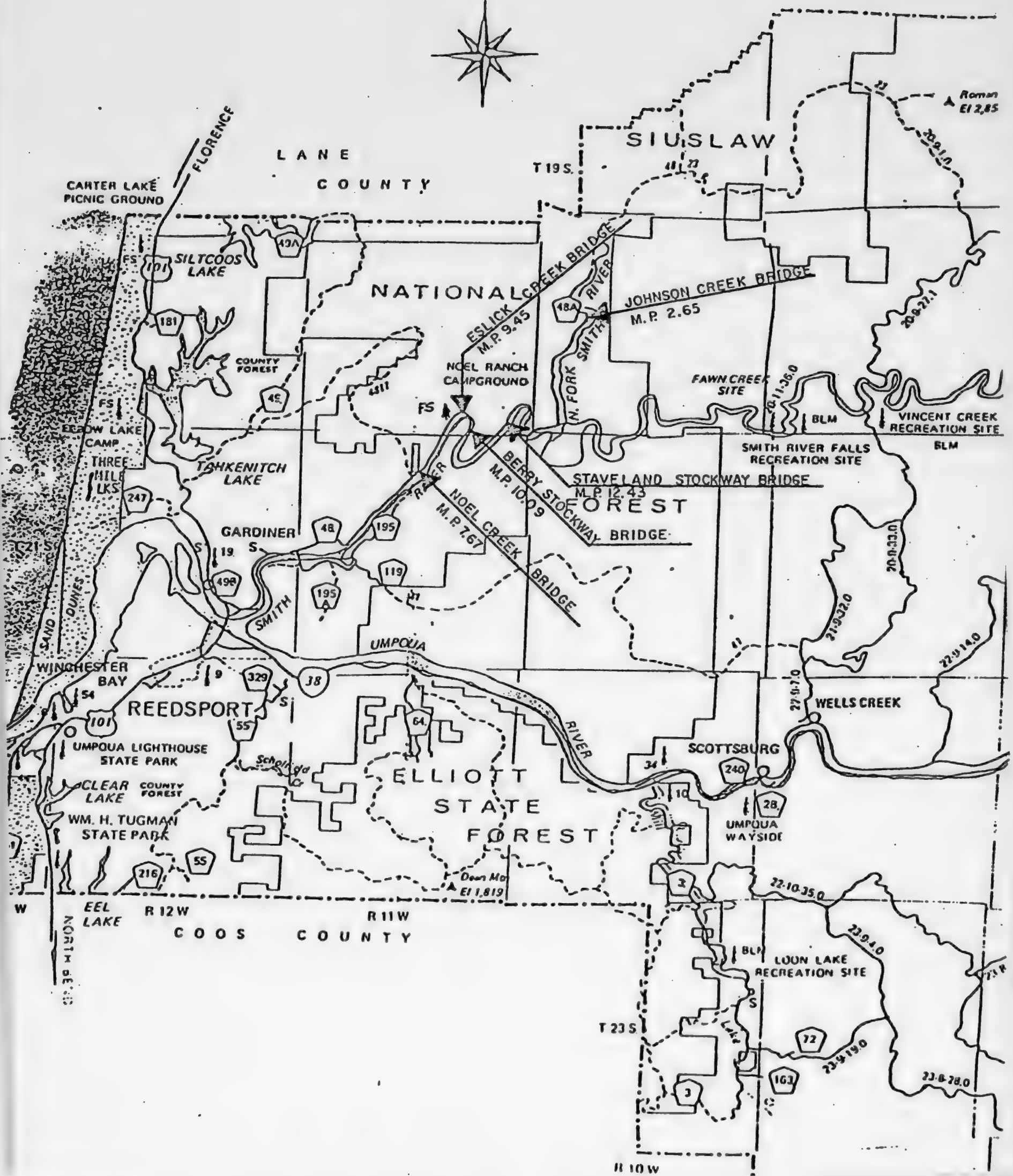
APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES

DATE

RECOMMENDED, LOCATION ENGINEER

DATE

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE





DOUGLAS
COUNTY

Sullivan

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR

ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 440-4208

James F. Gosson, Asst. Director
JUSTICE BUILDING, ROOM 103
(503) 440-4481

W. C. "Bill" Bowne
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
(503) 440-4481

County Shop
2586 N.E. DIAMOND LAKE BLVD.
(503) 440-4268

September 24, 1982

Oregon State Highway Department
P. O. Box 1128
Roseburg, OR 97470

Attention: Jack Ayres

Subject: FASC Request Change

Dear Jack:

As we recently discussed, the County has just completed a series of thorough bridge inspections in the western portion of the county. The inspections identify several structures as being in much worse condition than previously identified. Several of them are located on Smith River Road #48 (FAS #409) and North Fork Smith River Road #48A (FAS #410). All are relatively small timber structures and all have deficient load carrying capabilities. As none presently have a confirmed sufficiency rating of less than 20, the likelihood of receiving H.B.R. funding in a timely way is remote at best.

As the County does not have the revenue to replace the structures, we feel that its essential that we re-prioritize the FAS Funds intended to overlay South Myrtle Road #18 (FAS #382) to these structures.

The structures were planned for eventual replacement but not in the time frame that the most recent inspections dictate. Some engineering-related work has been performed on some of them. Using the attached bridge inspection reports as a reference, the general status of each is described below:

SMITH RIVER ROAD #48

Noel Creek Bridge, M.P. 7.67

A replacement structure has been designed utilizing pre-stressed concrete deck sections. A test pile has been driven. Alignment has been established. Additional right-of-way or slope easements must be acquired. Minor utility adjustments are necessary.

Eslick Creek Bridge, M.P. 9.45

No engineering of any consequence has been done. The replacement structure is planned to be the same type as that for Noel Creek.

Berry Stockway, M.P. 10.09

A replacement structure has been designed. The replacement structure is planned to be of the same type as that planned for Noel Creek. A test pile has been driven and alignment has been established. Additional right-of-way or slope easements must be acquired. Minor utility adjustments are necessary.

Staveland Stockway, M.P. 12.43

No engineering of any consequence has been done. The replacement structure is planned to either be the type as that for Noel Creek or a structural plate pipe arch.

NORTH SMITH RIVER ROAD #48A

Johnson Creek Bridge, M.P. 2.65

No engineering of any consequence has been done. The replacement structure is planned to be the same type as that for Noel Creek.

The estimated construction costs are as follows:

Noel Creek Bridge	\$120,000
Eslick Creek Bridge	130,000
Berry Stockway	80,000
Staveland Stockway	40,000
✓ Johnson Creek Bridge <i>NOT THIS C</i>	<u>120,000</u>
Sub-total	\$490,000
Contingencies (8%)	39,000
Total	\$529,000

The estimated design engineering-related costs are as follows:

Noel Creek Bridge	\$ 1,500
Eslick Creek Bridge	8,000
Berry Stockway	1,500
Staveland Stockway	6,500
✓ Johnson Creek Bridge <i>NOT THIS C</i>	<u>8,000</u>
Total	\$ 25,500

The estimated construction engineering and contract administration costs are as follows:

Noel Creek Bridge	\$ 15,000
Eslick Creek Bridge	16,000
Berry Stockway	10,000
Staveland Stockway	5,000
✓ Johnson Creek Bridge <i>NOT THIS C</i>	<u>15,000</u>
Total	\$ 61,000

Due to the condition of all of the structures it is essential that their replacement occur as soon as possible. Their condition would in all probability qualify them for eventual replacement under the Federal H.B.R. Program. However, as all funding is committed for the next two years, the likelihood of assistance through that program within a time frame that addresses the needs of the structures is remote. The time frame that I am attempting to establish is that of awarding a contract for their replacement in March of 1983 and a completion date in October or November of 1983. As the necessary intergovernmental agreements, consultants agreements, permits, and right-of-way needs are being satisfied, the design engineering work on the three remaining structures can be accomplished in the interim at county expense and the project committed in March.

In addition, I would also like to include in the re-prioritization process the replacement of a structure on Little River Road #17 (FAS #390) at M.P. 13.25. This structure is presently limited to one lane of traffic in combination with an overload restriction. The design engineering on this structure is practically complete. I would like to commit it also to contract in March of 1983 with completion in November of 1983. The estimated construction costs are \$460,000. The estimated construction engineering costs are \$92,000 including contingencies, for a total project cost of \$552,000.

The total of all projects amounts to \$1,142,000. It is my understanding that approximately \$1,012,000 in federal funds will be available for the 1983 construction season. If the total costs exceed the amount available under the program, the County is prepared to furnish the remaining funding by re-prioritizing its planned projects. I'll illustrate by the following example:

Federal Funds	\$1,012,000
State Funds	60,720
County Funds	<u>60,720</u>

Total	\$1,133,440
-------	-------------

Project Costs	\$1,142,000
---------------	-------------

Additional County Funds: \$1,142,000 minus \$1,133,440 = \$ 8,560

If this logic is acceptable to your agency and the Federal Highway Administration, I would recommend that language to that effect be a part of the intergovernmental agreement.

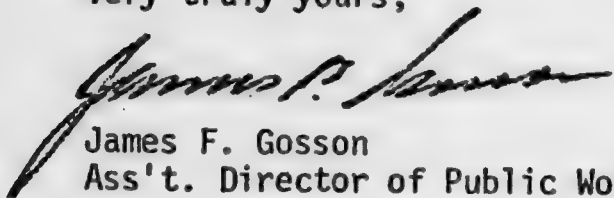
The County wishes to retain the South Myrtle Road overlay project in its present form and to pursue its completion as funding becomes available. We would like for your agency to continue with the completion of the necessary preliminary engineering so that as funding becomes available, construction can occur. I would like a current estimate of the total preliminary engineering costs so as to use it also in the County's prioritization process.

The County wishes to include the five (5) structures on Roads 48 and 48A in one construction contract, and the structure on Road 17 as a construction contract, for a total of two contracts for the reasons we discussed.

Enclosed are copies of the appropriate project classifications and Federal Aid project request. Also enclosed are bridge inspection reports and related data for all structures as well as copies of the plans as they presently exist for Noel Creek Bridge, Berry Stockway, and Little River Bridge.

If you should have any questions please give me a call.

Very truly yours,


James F. Gosson
Ass't. Director of Public Works

JFG/vb

Enclosures:

Project Classifications
Federal Aid Project Request
Bridge Inspection Reports
Preliminary Engineering Report - Noel Creek, Berry Stockway
Preliminary Plans - Noel Creek, Berry Stockway, Little River

cc: K. L. Erickson
Warren Poland

DE Swan

Walt Hart

FRANK TERPIN

Don Adams

Jack Sullivan

FEDERAL AID PROJECT REQUEST

Applicant Agency Douglas County Date 9-24-82
 Request for: Off-System , FAS-C X, FAUS Project
 Federal Aid Route No. A 409 Route Name Smith River (Road #48)
 Project Name Noel Creek Bridge Replacement

Project Length 0.10 mile Project Location (Attach sketch map)
 Project Description Replacement of a wood structure showing considerable rot with a concrete structure.

Average Daily Traffic 425 Design Speed 55 mph.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 26' Travel Lanes (2) 12' each Shoulders 1' gravel
 Medians None Parking None
 Sidewalks None
 Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 30' Travel Lanes (2) 12' each Shoulders 1' paved, 2' gravel
 Medians None Parking None
 Curbed N/A Length Curb Radii N/A
 Sidewalk/Bikeway N/A
 Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
 Yes No X

3. Will additional right-of-way be needed? Yes X No
 If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No X

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type _____

Phases _____

Type of Suspension _____

Interconnected _____

Remarks _____

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type _____

Remarks _____

V. STRUCTURE DATA

1. Existing Structure:

Location Road #48 @ M.P. 7.67

Type Wood

Approach Roadway Width 26' Shoulder Width 1' gravel

Length 72' Width 22'

To remain in place? No

2. Proposed Structure:

Location Same

Approximate Size: Length 82' Width 32'-0

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? A telephone cable

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____

Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

- | | |
|-------------------------------|---|
| 1. <u>Citizen Involvement</u> | <u>Douglas County, Department of Public Works</u> |
| | <u>Office</u> |
| 2. <u>Environmental</u> | <u>Office</u> |
| | <u>Office</u> |
| 3. <u>Public Hearing</u> | <u>Office</u> |

Remarks Office of the Director (440-4208)

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State _____ Consultant X

2. Project construction engineering to be performed by:

Applicant _____ State _____ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes _____ No X

If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	\$ 10,000
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
Structures	110,000
Railroad	_____
Other <u>CONSTRUCTION ENG.</u>	15,000
Preliminary engineering	N/A

PROJECT TOTAL \$ 135,000

Remarks CONTINGENCIES ARE AN ADDITIONAL \$9,600
(8%)

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or DOUGLAS COUNTY

By _____ By James P. Korman

By _____ By _____

By _____

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date 9-24-82
Section Noel Creek Bridge City East of Gardner Hwy. No.
Highway Smith River (FAS-409) Begin M.P. 7.67 Length 0.10
County Douglas Program Estimate
Region 3 Funding Source FAS-C

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

To replace an old, narrow treated wood structure which has inadequate load bearing capacity because of extensive rot with a precast concrete slab bridge of sufficient width and weight capacity for current and expected traffic.

C. Recommended Project Classification:

Project Class

 I
 X II
 III

Documentation

Draft and Final EIS
Categorical Exclusion
Environmental Assessment

Other Documentation:

 Wetlands Finding Noise Study Report
 Cultural Resource Survey Indirect Source Construction Permit
 Section 106 Procedures Section 4(f) Determination

Basis for Recommended Classification:

Replacement of an existing structure.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	<u>2</u>	<u>2</u>
Median (Yes/No)	<u>No</u>	<u>No</u>
Shoulders (Yes/No, Paved/Gravel)	<u>Yes (1' gravel)</u>	<u>1' paved - 2' gravel</u>
Average Daily Traffic (Volume and Year)	<u>425 / 1980</u>	<u>Same</u>
Alignment (New, Combined, Existing)	<u>Existing</u>	<u>Existing</u>
Speeds (Posted and Estimated)	<u>55 (est.)</u>	<u>55 (est.)</u>

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	<u>0.05</u>
Estimated Number of Parcels	<u>2</u>
Residential Relocation (No.)	<u>None</u>
Business Relocation (No.)	<u>None</u>

Describe:

2. Estimated Impact on Land Use:

No change from existing impact through the bridge replacement.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No change other than increased safety.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No change.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

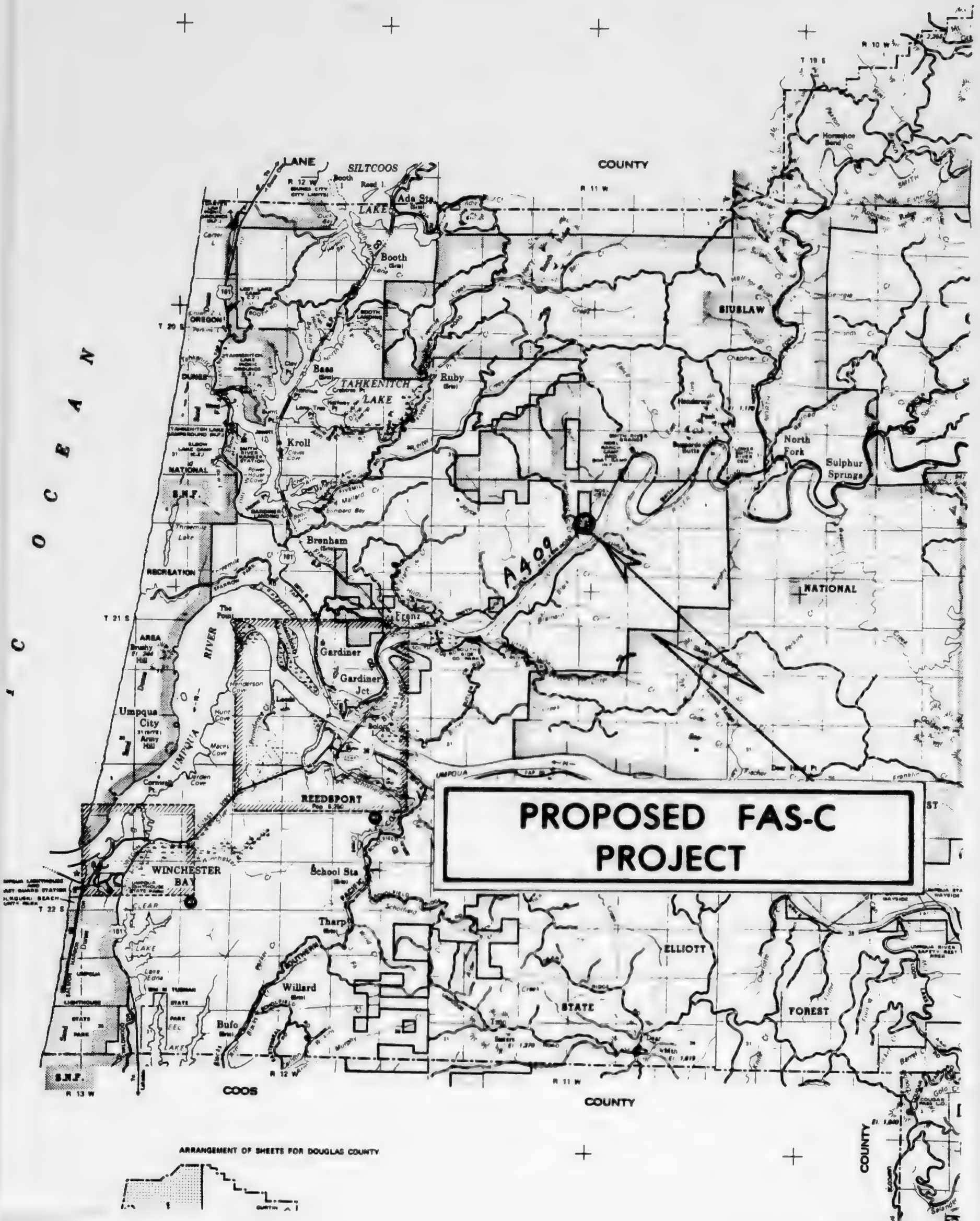
No change.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number:

James P. Pearson 445-1151



1983 McKenzie R. (Armitage) 9677
Br. Sec, Coburg Rd.
(gr, pav, & str.)



HIGHWAY DIVISION INVOICE

YOUR ORDER NUMBER		BILLING REQ NUMBER CA 5540	AGENCY 02	CURRENT DOCUMENT NUMBER 144919
			DATE 3-2-87	VENDOR NUMBER 0001001066-00

Lane County
125 East 8th Street
Eugene, OR 97401

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C	E A SUB JOB	SPEC D	ORG. UNIT	OBJ DTL	ACT	REVENUE SOURCE	AGY SRC	AMOUNT
617	C09677-011	L03	8020			844010	10	3072.03
PROG		APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE			
DESCRIPTION: Final Settlement McKenzie River (Armitage) Bridge RS-A465 (2) See attached Itemized Statement Amount Due								TOTAL PRICE 3,072.03
GL 1140 SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)								TOTAL AMOUNT DUE \$3,072.03

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz, 378-6514 Anne Hernandez PH. 378-5034
(INVOICE PREPARER)

PROGRAM SECTION
Manager _____ Resource Unit _____
FA Unit _____ Program Unit _____

MAR 10 1987

Refer To _____
R/D _____ Act _____ Reply _____
Disc _____ Info _____ File _____

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: December 15, 1986

COUNTY: Lane AGREEMENT NO: 7003 PROJECT NO: RS-A465(2)

CONTRACT NO: 9677 SECTION: McKenize River (Armitage) Bridge

PRELIMINARY ENGINEERING PREFIX C520-1958

	<u>Participating</u>	<u>Non Participating</u>
Project Manager	\$ 85.10	\$
Consultant Fees	101,500.00	
Final Design	870.40	
Bridge Design	4,757.92	
Traffic Section	145.86	
Program Section	397.33	
Specifications	2,888.00	
Administrative Services	29.05	
Environmental Section	3,982.86	
Structural Foundations	6,782.68	
Right of Way Utility Engineer	53.56	
Surfacing Design	80.27	
Chief Geologist	272.10	
Training	23.22	
Total P.E. Cost	\$121,868.35	\$ -0-

CONSTRUCTION PREFIX C520-1076 & C9677

Payment to Contractor	\$1,461,864.83	\$ 900.00
Lane County Sheriff	144.90	
Interest on Final Payment		1,575.86
State Project Manager	6,743.56	
Consultant Engineer	190,676.35	
Final Design	33.04	
Utility Liaison	31.91	
Audit Services	119.29	
Program Section	166.93	
Specifications	377.74	
Materials Lab	5,658.36	
Technical Services Branch	536.61	
Construction Branch	1,002.15	
Region Office Charges	297.57	
Accounting	186.08	
Training	841.54	
EEO	103.51	
Total Construction Cost	\$1,668,784.37	\$ 2,475.86

SUMMARY

Total Participating P.E. Cost	\$ 121,868.35
Total Participating Const. Cost	<u>1,668,784.37</u>
Total Participating Cost	\$1,790,652.72

FEDERAL FUNDS

P.E. (88.15%)	\$ 107,426.95	
Const. (88.15%)	<u>1,471,033.42</u>	<u>\$(1,578,460.37)</u>
Subtotal		212,192.35
Less State Share 1/2 Balance		(106,096.17)
Plus Non Participating County Cost		2,475.86
Less County's Advance Deposit		
P.E. #82-72	\$ 4,600	
Const. #83-44	<u>100,900</u>	<u>(105,500.00)</u>
BALANCE DUE FROM COUNTY	\$	3,072.03

RUN 10/29/86 22:19

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

FEDERAL APPROPRIATION: 075							
AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT CODE	VOUCHER AMOUNT
FEDERAL PROJECT: RS -A426-002							
F02898							
C09715 -000	83.10	1.17	83.10				
C09715 -010	2,947.15	.00	.00				
C09715 -011	185,527.65	163,614.71	185,527.65				
AGREEMENT TOTALS	188,557.90	163,615.88	185,610.73	163,615.88	163,615.88	.00	.00
FED PROJ TOTALS	188,557.90	163,615.88	185,610.73	163,615.88	163,615.88	.00	.00
FEDERAL PROJECT: RS -A432-001							
F02901							
C5061977-011	13,802.61	12,167.00	13,802.61				
AGREEMENT TOTALS	13,802.61	12,167.00	13,802.61	12,429.00	12,167.00	.00	.00
FED PROJ TOTALS	13,802.61	12,167.00	13,802.61	12,429.00	12,167.00	.00	.00
FEDERAL PROJECT: RS -A462-001							
F02991							
C09021 -010	202.78	.00	.00				
C09021 -011	1,159,983.76	1,022,873.68	1,159,983.76				
AGREEMENT TOTALS	1,160,186.54	1,022,873.68	1,159,983.76	1,022,873.68	1,022,873.68	.00	.00
FED PROJ TOTALS	1,160,186.54	1,022,873.68	1,159,983.76	1,022,873.68	1,022,873.68	.00	.00
FEDERAL PROJECT: RS -A465-002							
F02998							
C09677 -000	38,878.19	892.97	38,878.19				
C09677 -001	1,435.86	.00	.00				
C09677 -010	900.00	.00	.00				
C09677 -011	1,623,985.82	1,464,921.65	1,623,985.82				
AGREEMENT TOTALS	1,665,199.87	1,465,814.62	1,662,864.01	1,465,889.87	1,465,814.62	.00	.00
F02999							
C09677 -081	5,835.00	5,143.55	5,835.00				
AGREEMENT TOTALS	5,835.00	5,143.55	5,835.00	5,143.55	5,143.55	.00	.00
F03001							

1677

FEDERAL APPROPRIATION: 075									
AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT CODE	VOUCHER AMOUNT		
FEDERAL PROJECT: RS -A465-002									
F03001									
C5201958-011	121,953.71	107,426.95	121,953.71						
AGREEMENT TOTALS	121,953.71	107,426.95	121,953.71 88.15	107,426.95	107,502.20	75.25 B	.00		
FED PROJ TOTALS	1,792,988.58	1,578,385.12	1,790,652.72	1,578,460.37	1,578,460.37	75.25 B	.00		
FEDERAL PROJECT: RS -A483-001									
F03020									
C5221955-010	231.99	.00							
C5221955-011	124,493.41	105,741.23	124,493.41						
AGREEMENT TOTALS	124,725.40	105,741.23	124,493.41 85.80	105,741.23	106,815.35	1,074.12 B	.00		
FED PROJ TOTALS	124,725.40	105,741.23	124,493.41	105,741.23	106,815.35	1,074.12 B	.00		
FEDERAL PROJECT: RS -A483-002									
F03022									
C5222514-010	19,885.16	.00							
C5222514-011	156,591.00	128,138.42	156,591.00						
AGREEMENT TOTALS	176,476.16	128,138.42	156,591.00 81.83	128,138.42	128,138.42	.00	.00		
FED PROJ TOTALS	176,476.16	128,138.42	156,591.00	128,138.42	128,138.42	.00	.00		
FEDERAL PROJECT: RS -A483-003									
F03010									
C09484 -000	97.34	.80	97.34						
C09484 -010	82,392.14	.00							
C09484 -011	1,197,814.18	980,250.20	1,197,814.18						
AGREEMENT TOTALS	1,280,303.66	980,251.00	1,197,911.52 81.83	980,251.00	980,251.00	.00	.00		
FED PROJ TOTALS	1,280,303.66	980,251.00	1,197,911.52	980,251.00	980,251.00	.00	.00		
FEDERAL PROJECT: RS -A489-002									
F04344									
C5221935-000	83.99	74.01	83.99						

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION				D.O. VOUCHER NO.	
FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117 Appropriation: The United States, Dr., TO <u>Treasurer of the State of Oregon</u> Address <u>Capitol Building, Salem, OR 97310</u>				STATE VOUCHER NO.	
				DATE	
				FHWA SCHEDULE NO.	
				PAID BY	
STATE <u>Oregon</u>			FEDERAL AID PROJECT NO. <u>RS-A465(2)</u>		
PROGRAM APPROVED			VOUCHER PERIOD From: <u>4/22/80</u> To: <u>2/12/86</u>		
FINANCIAL DATA					
TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
121,868.35	121,868.35	.8815	107,426.95	107,426.95	-0-
5,835.00	5,835.00	.8815	5,143.55	5,143.55	-0-
1,665,425.23	1,662,949.37	.8815	1,465,889.87	1,465,889.87	-0-
1,793,128.58	1,790,652.72	.8815	1,578,460.37	1,578,460.37	-0-
<i>The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.</i>					
SIGN ORIGINAL ONLY <u>Oregon</u> State Highway Agency By <u>Controller</u> Authorized Officer <u>9/30/86</u> Date					
<i>I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.</i>					
Amount submitted \$ <u>0.00</u>					
Adjustments \$ _____					
Amount Approved \$ _____					
SIGN ORIGINAL COPY _____ Signature of Authorized FHWA Representative Date					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	MCKENZIE RIVER (ARMITAGE) BRIDGE COBURG COUNTY ROAD LANE COUNTY					
	<u>Preliminary Engineering</u>					
	<u>Type Code P.E.</u>					
	Work by OBEC Consulting Engineers	All Required			\$ 101,500.00	
	State	All Required			20,368.35	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				\$ 121,868.35	
	<u>Construction</u>					
	<u>Type Code X080</u>					
	<u>Structure, Bridge No. 1336A (Sta. 175+95 to Sta. 181+20)</u>					
	Final Contract Payment Summary	Lump Sum			\$1,461,864.83	✓
	Provide uniformed sheriff deputy during the time period in which steel trusses over the main river are being removed (Lane County Sheriff)	All Required			144.90	✓
	TOTAL PARTICIPATING CONSTRUCTION				\$1,462,009.73	
	<u>Construction Engineering</u>					
	Work by OBEC Consulting Engineers	All Required			\$ 190,676.35	✓
	State	All Required			15,875.49	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				\$ 206,551.84	
	<u>Misc. Project Cost</u>					
	Audit Expense (preaway audit evaluation)	All Required			\$ 119.29	✓
	Monitor Equal Opportunity Employment	All Required			103.51	✓
	TOTAL PARTICIPATING MISC. PROJECT COST				\$ 222.80	
	TOTAL PARTICIPATING PROJECT COST				\$1,790,652.72	
	<u>Non Participating Project Cost</u>					
	Final Contract Payment Summary	Lump Sum			\$ 900.00	✓
	Interest on Final Payments	All Required			1,575.86	✓
	TOTAL NON PARTICIPATING PROJECT COST				\$ 2,475.86	
	TOTAL PROJECT COST				\$1,793,128.58	
	Prepared based on Participating cost as shown on the Federal Billing as of 10/02/86.					
AMOUNT CARRIED FORWARD						

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985

PAGE 435

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
520 1068	946	00 P 1			08CR	17.15	40.82	84	85
520 1068	948	00 P 1			2.20CR	5,214.84	72,865.94	83	85
TOT						426.66CR	72,439.28	84	85
TOT						4,788.18	72,439.28	84	85
** JOB TOTALS **									
RS A465002									
CONT NO 9677	FA PROJ NOS RS	A465002	100						
520 1076	201	00 P 1			1,505.20	826,120.39	1,458,560.20	83	85
520 1076	201	00 P 8				5,835.00	5,835.00	85	85
520 1076	201	00 N 1				500.00	500.00	85	85
520 1076	204	00 P 1			37,000.00CR	37,000.00CR	37,000.00CR	85	85
520 1076	270	01 P 1				144.90	144.90	84	84
520 1076	295	00 N 9				18,701.41	18,701.41	84	84
520 1076	296	00 N 9			10,900.40CR	963,873.46CR	1,569,119.48CR	83	85
520 1076	297	00 N 9				33,209.98	79,546.12	83	85
520 1076	298	00 N 9			10,900.40	911,962.87	1,470,870.55	83	85
520 1076	900	00 P 1			3.06	2,781.29	5,734.41	83	85
520 1076	904	00 P 1			2,232.54	118,946.58	190,676.75	83	85
520 1076	915	00 P 1					119,292	83	84
520 1076	920	00 P 1					166.93	84	84
520 1076	928	00 N 1			DESCR	10.94	54.38	83	85
520 1076	940	00 P 1				4,442.95	4,750.65	83	85
520 1076	941	00 P 1			65	8.25	82.98	83	85
520 1076	942	00 P 1			30	467.70	491.88	83	85
520 1076	944	00 P 1				91.80	357.75	83	85
520 1076	945	00 P 1			739.94	865.54	1,002.15	83	85
520 1076	946	00 P 1			297.57	297.57	297.57	83	85
520 1076	948	00 P 1			8.54	104.53	186.08	83	85
520 1076	950	00 P 1			30	67.58	841.54	83	85
520 1076	985	00 P 1			47CR	103.51	103.51	84	85
TOT		P1			32,508.68CR	917,442.19	1,626,516.19		
TOT		P8				5,835.00	5,835.00		
TOT		N1			05CR	510.24	554.78		
** JOB TOTALS **									
RS A465002									
32,508.73CRxx									

ELK CITY									
CONT NO 9623	FA PROJ NOS RS	A525003	100						
521 1015	201	00 P 1					288,344.00	84	84
521 1015	206	00 N 1					24.91	84	84
521 1015	270	01 P 1					1,053.09	83	85
521 1015	296	00 N 9			76.03CR	5,000.45	305,525.72CR	83	85
521 1015	297	00 N 9					31,433.80	83	84
521 1015	298	00 N 9					274,091.92	83	85
521 1015	900	00 P 1			76.03	5,000.45CR	36,424.60	83	85
521 1015	900	00 N 1			6.67CR	1,478.39	8,543.16	83	84
521 1015	920	00 P 1					38.16	83	84
521 1015	940	00 P 1					4,267.34	83	85
521 1015	944	00 P 1			18CR	46.12	49.95	83	85

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985

PAGE 1118

DESCRIPTION

PREFIX FUNCTION SUB F. GR CURRENT MONTH YEAR TO DATE FISCAL YEAR TO DATE

GRAND TOTAL TO DATE

519	1929	297	00	N 9			2,500.00
519	1929	298	00	N 9			11,562.31
519	1929	901	00	P 1			526.49
519	1929	901	00	N 1			1,423.32
519	1929	905	00	P 1			2,808.12
519	1929	910	00	P 1			168.64
519	1929	913	00	P 1			11.11
519	1929	918	00	P 1			1,086.84
519	1929	920	00	P 1			88.58
519	1929	921	00	P 1			1,099.17
519	1929	922	00	P 1			66.78
519	1929	923	00	P 1			56.64
519	1929	926	00	P 1			3,823.17
519	1929	927	00	P 1			3,125.92
519	1929	932	00	P 1			21.59
519	1929	937	00	P 1			1,455.27
519	1929	950	00	P 1			114.57
519	1929	TOT	00	P 1			14,452.89
519	1929	TOT	00	N 1			1,423.32
XX JOB TOTALS XX							15,876.21 XX

SPT XING a CENTRAL PD

CONT NO

FA PROJ NOS RRP 4452001 100

70.46CR

STATE

520	1956	296	00	N 9			457.13CR
520	1956	298	00	N 9			457.13
520	1956	901	00	P 1			185.86
520	1956	901	03	P 1			85.69
520	1956	905	00	P 1			56.00
520	1956	914	00	P 1			149.54
520	1956	920	00	P 1			32.83
520	1956	TOT	00	P 1			507.92
XX JOB TOTALS XX							507.92 XX

HEKENZIE R (ARHTAGE) BR

CONT NO

FA PROJ NOS RS 445002 100

114,552.07CR

STATE

520	1958	296	00	N 9			114,552.07CR
520	1958	297	00	N 9			5,652.47
520	1958	298	00	N 9			107,899.60
520	1958	901	00	P 1			85.10
520	1958	904	00	P 1			101,500.00
520	1958	905	00	P 1			870.40
520	1958	906	00	P 1			4,757.92
520	1958	911	00	P 1			145.86
520	1958	920	00	P 1			397.33
520	1958	921	00	P 1			3,424.19
520	1958	922	00	P 1			29.05
520	1958	923	00	P 1			3,982.86
520	1958	926	00	P 1			6,782.68
520	1958	932	00	P 1			53.56



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985

PAGE 1118

DESCRIPTION

PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
519	1929	297	00 N 9			2,500.00
519	1929	298	00 N 9			11,562.31
519	1929	901	00 P 1			526.49
519	1929	901	00 N 1			1,423.32
519	1929	905	00 P 1			2,808.12
519	1929	910	00 P 1			168.64
519	1929	913	00 P 1			11.11
519	1929	918	00 P 1			1,086.84
519	1929	920	00 P 1			88.58
519	1929	921	00 P 1			1,099.17
519	1929	922	00 P 1			66.78
519	1929	923	00 P 1			56.64
519	1929	926	00 P 1			3,823.17
519	1929	927	00 P 1			3,125.92
519	1929	932	00 P 1			21.59
519	1929	937	00 P 1			1,455.27
519	1929	950	00 P 1			114.57
	TOT		P 1			14,452.89
	TOT		N 1			1,423.32
XX JOB TOTALS XX				XX	XX	15,876.21 XX

SPYC XING @ CENTRAL PD

CONT NO FA PROJ NOS RRP A452001 100 STATE

520	1956	296	00 N 9			457.13CR
520	1956	298	00 N 9			457.13
520	1956	901	00 P 1			185.86
520	1956	901	03 P 1			85.69
520	1956	905	00 P 1			56.00
520	1956	914	00 P 1			147.54
520	1956	920	00 P 1			32.83
	TOT		P 1			507.92
XX JOB TOTALS XX				XX	XX	507.92 XX

MCKENZIE R (ARMIYAGE) BR

CONT NO X FA PROJ NOS RS A465002 100 STATE

520	1958	296	00 N 9			114,552.07CR
520	1958	297	00 N 9			6,552.47
520	1958	298	00 N 9			187,894.60
520	1958	901	00 P 1			85.10
520	1958	904	00 P 1			101,500.00
520	1958	905	00 P 1			870.40
520	1958	906	00 P 1			4,757.92
520	1958	911	00 P 1			145.86
520	1958	920	00 P 1			397.33
520	1958	921	00 P 1			3,424.19
520	1958	922	00 P 1			29.05
520	1958	923	00 P 1			3,982.86
520	1958	926	00 P 1			6,782.68
520	1958	932	00 P 1			53.56



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

**END
OF
RETAKE**

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985

PAGE 1119

DESCRIPTION	FISCAL			GRAND TOTAL		
	PREFIX	FUNCTION	SUB F. GR	CURRENT MONTH	YEAR TO DATE	TO DATE
520 1958	233	00 P 1			80.27	
520 1958	934	00 P 1			272.10	
520 1958	950	00 P 1			23.22	
	TOT	P1			122.404.54	
XX JOB TOTALS XX				XX	122,404.54	XX
STATE						
* FA PROJ NOS HES A454002 100						
520 1960	296	00 N 9		1,859.81CR	8,159.81CR	
520 1960	297	00 N 9		834.14	834.14	
520 1960	298	00 N 9		1,025.67	7,325.67	
520 1960	901	00 P 1			896.43	
520 1960	905	00 P 1			404.66	
520 1960	911	00 P 1		97.93CR	5,585.54	
520 1960	911	00 N 1			20.18	
520 1960	914	00 P 1			8.10	
520 1960	920	00 P 1			136.04	
520 1960	921	00 P 1			994.36	
520 1960	922	00 P 1			25.67	
520 1960	923	00 P 1		97.93CR	88.83	
	TOT	P1			8,139.63	
520 1960	TOT	N1		97.93CRXX	20.18	
XX JOB TOTALS XX				XX	8,159.81	XX
STATE						
* FA PROJ NOS PHS 0005102 100						
520 1987	296	00 N 9			1,856.60CR	
520 1987	298	00 N 9			1,856.60	
520 1987	901	00 P 1			1,187.68	
520 1987	905	00 P 1			75.62	
520 1987	906	00 P 1			550.48	
520 1987	920	00 P 1			10.51	
520 1987	921	00 P 1			1,856.60	
520 1987	922	00 P 1			1,856.60	
	TOT	P1		XX	1,856.60	XX
XX JOB TOTALS XX				XX	1,856.60	XX
STATE						
* FA PROJ NOS RS A531001 100						
521 1910	296	00 N 9		41CR	8,881.00CR	
521 1910	297	00 N 9			887.47	
521 1910	298	00 N 9			7,993.53	
521 1910	901	00 P 1			3,191.55	
521 1910	905	00 P 1			2,955.05	
521 1910	920	00 P 1			105.53	
521 1910	921	00 P 1			1,377.67	
521 1910	922	00 P 1			66.42	
521 1910	933	00 P 1			2,049.05	
521 1910	950	00 P 1			23.19	

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		State Oregon
MONTHLY TRANSACTION NUMBER 7-408	PROJECT REPORT NUMBER		County Lane		
MODIFICATION NUMBER 4 3			Project Number RS-A465(2)		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **January 27**, 19 **82**

is hereby modified as follows:

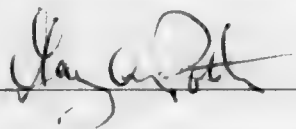
	Former amount	Revised amount
Estimated total cost of project	\$ <u>1,817,118</u>	\$ <u>1,797,161</u>
Federal funds	\$ <u>1,601,787</u>	\$ <u>1,584,195</u>
Other revisions		

This modification is made for the following reasons: **To release federal funds for use on other projects.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the **23RD** day of **JUL**, 19 **86**

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By 

Manager, Program Section

(Title)

~~XXXX~~ **For: Larry Rulien**

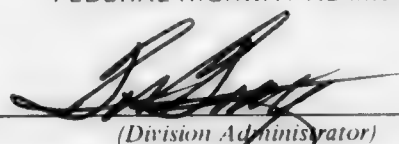
State Highway Engineer

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By 

(Division Administrator)

For: Dale E. Wilken

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 15, 1986

Ben Filer

FEDERAL AID PROJECT NO. RS-A465(2)

MC KENZIE RIVER (ARMITAGE) BR. SEC.
COUNTY ROAD
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE, BR. NO. 1336A (STA. 175+95 TO 181+20)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	\$ 10.00	400	\$ 4,000.00	395	\$ 3,950.00
Temporary Guard-rail	10.00	750	7,500.00	742	7,420.00
3/4-0" Aggregate Base	5.00	1,900	9,500.00	1,858	9,290.00
1 1/2-0" Aggregate Base	4.75	8,000	38,000.00	6,830	32,442.00
Extra for Asphalt Approaches	125.00	10	1,250.00	5	625.00
Raised Pavement Markers, Type 1A	4.00	100	400.00	84	336.00
Raised Pavement Markers, Type 1B	4.00	70	280.00	26	104.00
Structure Excavation	15.00	800	12,000.00	644	9,660.00
Loose Riprap, Class 700	20.00	650	13,000.00	394	7,880.00
Watering	10.00	200	2,000.00	92	920.00
		Subtotal	\$87,930.00		\$72,635.00
P.A. 5B Reduction Struct. Conc.	166.54		13.61		2,266.00
P.A. 5C Reduction Re-Steel	6.403		3,265.60		1,316.00
P.A. #6 Slip form Type G Rail	1.00		1,080.00		1,080.00
		Subtotal			\$ 4,662.00
Total Decrease					\$ 19,957.00
Subtotal of previous estimate of May 21, 1986					1,694,618.00
Total					\$1,674,661.00

Length of Project

0.099 mi.

SUMMARY OF FUNDS

<u>Description</u>	<u>Appn Code</u>	<u>Pro-Rata</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>County Funds</u>
P.E.	075	88.15	\$ 122,500	\$ 107,982	\$ 7,259	\$ 7,259
Structure	075	88.15	1,674,661	1,476,213	99,224	99,224
Total			\$ 1,797,161	\$ 1,584,195	\$ 106,483	\$ 106,483

Sub. Job 010: 0% Sub. Job 011: 100%

Contract No. C09677

Prefix No. C520-1958: C520-1076

DDB:bkb

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER <u>5-176</u>			State <u>Oregon</u>	
PROJECT REPORT NUMBER			County <u>Lane</u>	
MODIFICATION NUMBER <u>2</u>			Project Number <u>RS-A465(2)</u>	
		MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on September 8, 1982,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>1,780,841.00</u>	\$ <u>1,817,118.00</u>
Federal funds	\$ <u>1,569,809.00</u>	\$ <u>1,601,787.00</u>
Other revisions		

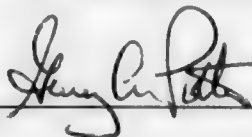
This modification is made for the following reasons:

To include increase costs in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of May, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By 

By 
(Division Administrator)

Manager, Program Section
(Title)

For: Dale E. Wilken

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON May 21, 1985

FEDERAL AID PROJECT NO. RS-A465(2)

McKenzie River (Armitage) Bridge Section
Coburg County Road
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Subtotal of previously estimate of August 12, 1983	\$1,473,581.00
Engineering	<u>221,037.00</u>
Total	\$1,694,618.00

Length of Project 0.099 mi.

SUMMARY OF FUNDS (88.15%)

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>County Funds</u>
Preliminary Engineering	\$ 122,500.00	\$ 107,982.00	\$ 7,259.00	\$ 7,259.00
Structure	<u>1,694,618.00</u>	<u>1,493,805.00</u>	<u>5,980.00</u>	<u>100,406.00</u>
Total	<u>\$ 220,010.00</u>	\$1,601,787.00	\$ 107,666.00	\$ 107,665.00

Group 1: 100% Group 8: 0%
Contract No. 9677
Prefix: 520-1958 (P.E.)
Prefix: 520-1076 (Const.)

DDB:jc

STATE COPY

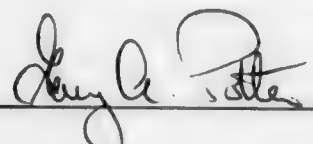
TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER <u>10-14</u> <u>9-225</u> PROJECT REPORT NUMBER MODIFICATION NUMBER		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State <u>Oregon</u> County <u>Lane</u> Project Number <u>RS-A465(2)</u>
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The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 8, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>77,400.00</u>	\$ <u>1,780,841.00</u>
Federal funds	\$ <u>68,248.00</u>	\$ <u>1,569,809.00</u>
Other revisions		

This modification is made for the following reasons: to include the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of September, 19 83.

OREGON STATE HIGHWAY DIVISION
 (Official name of Highway Agency)
 By 
Manager, Program Section
 (Title)

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 By 
 (Division Administrator)
 For: Dale E. Wilken

XXy For: H.S. Coulter, P.E.
State Highway Engineer
 (Title)
 By _____
 (Title)

Oregon State Highway Division
Salem, Oregon August 12, 1983

Federal-Aid Project No. RS-A465(2)

McKenzie River (Armitage) Bridge
Coburg County Road
Lane County

PROJECT AGREEMENT ESTIMATE

Type PENG

Preliminary Engineering	All Required		\$ 122,500.00
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Type Code X080

Structure, Bridge No. 1336A (Sta. 175+95 to Sta. 181+20)

Mobilization	All Required		\$ 145,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	400 Sq. Ft.	10.00	4,000.00
Temporary Barricades	30 Each	50.00	1,500.00
Temporary Continuous Rail Traffic Barriers, Lighted	275 Lin. Ft.	6.00	1,650.00
Temporary Guard Rail, Type 2, Lighted	750 Lin. Ft.	10.00	7,500.00
Temporary Traffic Signal Installation	All Required		25,000.00
Flagmen	430 Hour	10.00	4,300.00
Clearing and Grubbing	All Required		10,000.00
Removal of Structures and Obstructions	All Required		1,000.00
Embankment in Place	4,500 Cu. Yd.	4.50	20,250.00
Trench Excavation	40 Cu. Yd.	10.00	400.00
Finishing Roadbed and Slopes	All Required		1,000.00
Obliteration of Roadway	300 Sq. Yd.	2.00	600.00
Watering	200 M-Gal.	10.00	2,000.00
3/4"-0 Aggregate Base	1,900 Ton	5.00	9,500.00
1 1/2"-0 Aggregate Base Class "B" or Class "C"	8,000 Ton	4.75	38,000.00
Asphalt Concrete	2,000 Ton	28.00	56,000.00
12-inch Culvert Pipe	140 Lin. Ft.	10.00	1,400.00
18-inch Culvert Pipe	64 Lin. Ft.	12.00	768.00
Guard Rail, Type 2A	797 Lin. Ft.	13.00	10,361.00
Guard Rail, Type 3	125 Lin. Ft.	30.00	3,750.00
Guard Rail Anchors, Type 1	3 Each	325.00	975.00
Rail End Pieces, Type C	3 Each	100.00	300.00
Extra for Guard Rail Bridge Connections	1 Each	150.00	150.00
CL-4R Chain Link Fence	230 Lin. Ft.	15.00	3,450.00
Extra for Asphalt Approaches	10 Each	125.00	1,250.00
Raised Pavement Markers, Type 1A	100 Each	4.00	400.00

Raised Pavement Markers, Type 1B	70 Each	4.00	280.00
Detour Structure	All Required		100,000.00
Removal of Existing Armitage Bridge	All Required		75,000.00
<u>Bridge No. 1336A-Concrete Alt. "A"</u>			
Shoring, Cribbing, Etc.	All Required		125,000.00
Structure Excavation	800 Cu. Yd.	15.00	12,000.00
Furnish Pile Driving Equipment	All Required		25,000.00
Furnish HP 10X42 Steel Piling	2,207 Lin. Ft.	10.00	22,070.00
Drive Steel Piles	2,207 Lin. Ft.	1.00	2,207.00
Structural Concrete, Class 3300 (430 C.Y.)	All Required		100,000.00
Structural Concrete, Class 4000 (1,306 C.Y.)	All Required		217,500.00
Concrete Stairway	All Required		5,000.00
75'/81' Type "I" Prestressed Beams	20 Each	7,500.00	150,000.00
Reinforcement (310,000 lbs.)	All Required		125,000.00
Prestressing Steel (90,100 lbs.)	All Required		100,000.00
Reinforced Concrete Bridge End Panels	185 Sq. Yd.	50.00	9,250.00
Bearing Devices, Bents 3 and 5	10 Each	400.00	4,000.00
Expansion Joints	89 Lin. Ft.	100.00	8,900.00
Metal Bicycle Rail	1,078 Lin. Ft.	15.00	16,170.00
Guard Rail Connections	4 Each	300.00	1,200.00
Concrete Slope Paving	110 Sq. Yd.	30.00	3,300.00
Loose Riprap, Class 700	650 Cu. Yd.	20.00	13,000.00
Subtotal Alt. "A"			\$ 1,467,881.00
<u>Anticipated Items</u>			
Permanent Pavement Striping	All Required		\$ 2,500.00
Temporary Pavement Striping	All Required		1,700.00
Temporary Erosion Control	All Required		1,000.00
Roadside Seeding & Mulching	All Required		1,000.00
			\$ 6,200.00
Subtotal			\$ 1,474,081.00
Engineering			184,260.00
Total			\$ 1,658,341.00
Length of Structure			0.099 mi.

SUMMARY OF FUNDS (88.15%)

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>County Funds</u>
Preliminary Engineering	\$ 122,500.00	\$ 107,982.00	\$ 7,259.00	\$ 7,259.00
Structure	<u>1,658,341.00</u>	<u>1,461,827.00</u>	<u>98,257.00</u>	<u>98,257.00</u>
Total	\$ <u>1,780,841.00</u>	\$ <u>1,569,809.00</u>	\$ <u>105,516.00</u>	\$ <u>105,516.00</u>

Group 1 100%; Group 8 0.00%
Contract No. 9677
Prefix: 520-1958
Prefix: 520-1076

McKenzie River (Armitage) Bridge
Nonparticipating - State Work

Multiple Mailbox Supports	1 Each	500.00	\$	500.00
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Oregon State Highway Division
Salem, Oregon August 24, 1982

Federal-Aid Project
No. RS-A465(2)

McKenzie River (Armitage) Bridge Section
Coburg Road in Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering (State Forces)	All Required	\$ 5,900.00
Consultant Engineer (OBEC)	All Required	71,500.00
	TOTAL	<u>\$77,400.00</u>

Length of Project ----- 0.1 mile

SUMMARY OF FUNDS (88.18%)

<u>Description</u>	<u>Total Cost</u>	<u>Fed. Funds</u>	<u>State Funds</u>	<u>County Funds</u>
P.E.	\$ 77,400.00	\$ 68,248.00	\$ 4,576.00	\$ 4,576.00
Retain in Program				
Consturct Bridge	<u>514,100.00</u>	<u>453,178.00</u>	<u>30,461.00</u>	<u>30,461.00</u>
TOTAL	<u>\$591,500.00</u>	<u>\$491,426.00</u>	<u>\$35,037.00</u>	<u>\$35,037.00</u>

Group 1 100%
Prefix: 520-1958

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. <u>2 28</u>	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT <u>1/27/82</u>	State _____ County <u>Oregon</u> Project No. <u>Lane</u> <u>RS-A465(2)</u>						
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.								
PROJECT TERMINI Co. Rd. McKenzie River (Armitage) Bridge								
PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)						
HIGHWAY PLANNING AND RESEARCH (HP & R)								
PRELIMINARY ENGINEERING	4-22-80	0.1						
RIGHTS-OF-WAY								
CONSTRUCTION								
OTHER (Specify)								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">ESTIMATED TOTAL COST OF PROJECT</td> <td style="width: 50%; text-align: center;">FUNDING DATA</td> </tr> <tr> <td style="text-align: center;">\$ 5,900.00</td> <td style="text-align: center;">FEDERAL FUNDS 68.18%</td> </tr> <tr> <td></td> <td style="text-align: center;">\$ 5,200.00</td> </tr> </table>			ESTIMATED TOTAL COST OF PROJECT	FUNDING DATA	\$ 5,900.00	FEDERAL FUNDS 68.18%		\$ 5,200.00
ESTIMATED TOTAL COST OF PROJECT	FUNDING DATA							
\$ 5,900.00	FEDERAL FUNDS 68.18%							
	\$ 5,200.00							
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.								
OREGON STATE HIGHWAY DIVISION (Official name of Highway Agency) By <u>[Signature]</u> Operation Programming Engineer (Title) For: <u>H.S. Coulter</u> State Highway Engineer (Title) By _____ (Title)		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By <u>[Signature]</u> (Division Administrator) For: <u>Dale E. Hilken</u> Date executed by Division Administrator <u>1-27-82</u>						

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon January 21, 1982

Federal Aid Project
No. RS-A465(2)

McKenzie River (Armitage) Bridge Sec.
Coburg Road in Lane County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	\$5,900.00
	TOTAL	<u>\$5,900.00</u>

Length of Project ----- 0.1 mile

SUMMARY OF FUNDS (88.18%)

<u>Description</u>	<u>Total Cost</u>	<u>Fed. Funds</u>	<u>State Funds</u>	<u>County Funds</u>
P.E.	\$ 5,900.00	\$ 5,200.00	\$ 350.00	\$ 350.00
<u>Retain in Program</u>				
<u>Construct Bridge</u>	<u>514,100.00</u>	<u>453,178.00</u>	<u>30,461.00</u>	<u>30,461.00</u>
TOTAL	<u>\$520,000.00</u>	<u>\$458,378.00</u>	<u>30,811.00</u>	<u>\$30,811.00</u>

Group 1-100%
Prefix: 520-1958

jc

cc: OSHD (L. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon
DATE OF REPORT FEB 4 '86	REPORT MADE BY C.O. Fredrickson, Const. Engineer		PROJECT NO. RS-A465(2)
COMPLETION DATE (Actual) 1-31-85	ACCEPTANCE DATE BY CONTACT AGENCY 10-8-85	TIME ELAPSED 100 %	CONTRACT TIME 1-31-85
LOCATION McKenzie River (Armitage) Bridge Section of Coburg Road approx. 5 miles N.E. of Eugene			
The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over \$500,000) A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.			
REMARKS: <i>The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.</i>			
1. <u>Description of Improvement as Programed:</u>			
A. Construction of roadbed grading, aggregate base and asphalt concrete pavement.			
B. Construction of Bridge No. 1336A over the McKenzie River. Length: 520 feet. Roadway width: 40 feet.			
C. Remodeling of the existing railroad bridge for use as a vehicle detour and then for use as a bicycle pedestrian crossing.			
D. Performance of such additional and incidental work as is called for by the specifications and plans.			
2. <u>Contractor's Name:</u> F. E. Ward			
3. <u>Contract Amount:</u> \$1,462,764.83			
4. <u>CERTIFICATION:</u> I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.			
Signature (SHD Official) <u><i>C.O. Fredrickson</i></u>			
Title <u>Construction Engineer</u>			
ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant		SIGNATURE G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer		TITLE Field Operations Engineer	
DATE FEB 12 1986		DATE FEB 12 1986	

NOTED

W. E. SCHWARTZ

RECEIVED STATE HWY ENGR							
FEB 13 '86							
REFER TO <i>Fredrickson</i>							
Info	Inves	R/D	J/R	Sign	Act	File	

October 17, 1985

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
#9677

Contract No. 9677 awarded to F. E. Ward, Inc. for work on the McKensie River (Armitage) Bridge Section of the Coburg Road in Lane County was completed on April 15, 1985 and accepted by the State Highway Division on October 8, 1985.

The total contract amount is \$1,462,764.83 and no work was performed under force account.

You were previously advised that claims have been filed with us against the performance bond on this contract, which have now been paid.

Robert W. Gornsen
COMMISSION SERVICES

cc: F. E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

FKN:arc

NOTED ON CARD

10-17-85 ac

June 5, 1985

Staton Construction, Inc.
29394-B Airport Road
Eugene, OR 97402

CON 5
#9677

Attention: Claudia Staton
President

Gentlemen or Ladies:

Thank you for your letter of May 29, 1985, informing us that your claim for \$3,904.15 against J & J Fence has been satisfied by F. E. Ward, Inc.

You state this is in reference to the F. E. Ward, Inc., Contract No. 9677 for work on the McKenzie River (Armitage) Bridge on Coburg Road in Lane County.

This information will be noted in our records and we will advise the surety and the prime contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: F. E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: Secretary of State - This is in reference to the claim filed May 9, 1985, with your file number of CL 1985-0102.

bbc: Bryant Jackmond

FKN:kjm

NOTED ON CARD

6-5-85 kjm



LEONARD STATON

STATON CONSTRUCTION, INC.
DEMOLITION & EXCAVATING

NEW ADDRESS
AND PHONE

~~2305 CHAMBERS~~
29394-B AIRPORT RD.

~~EUGENE, OREGON 97405~~

~~(503) 463-7746~~

EUGENE, OR 97402

(503) 461-0543

May 29, 1985

Department of Commission Services
Transportaion Building
Salem, OR 97310

RE: Attached Letter

Attn: Mr. Robert Gormsen.

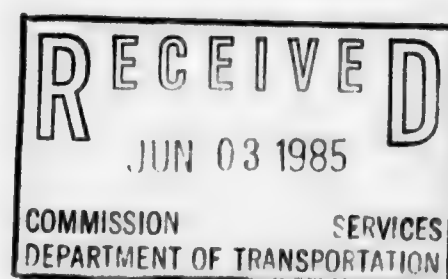
Dear Mr. Gormsen:

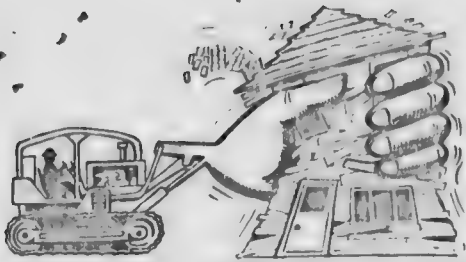
Our Claim for \$3,904.15 against J & J Fence has been
satisfied by F.E. Ward, Inc.

Thank You,

Claudia Staton
President

CS/co





LEONARD STATON

STATON CONSTRUCTION, INC.

DEMOLITION & EXCAVATING

~~2305 CHAMBERS~~

~~EUGENE, OREGON 97405~~

NEW ADDRESS
AND PHONE

~~503 343-7940~~

29394-B AIRPORT RD.

EUGENE, OR 97402

(503) 461-0543

April 15, 1985

Robert Gormsen
Department of Commission Services
Transportation Building
Salem, Oregon 97310

Re: OSHD Contract 9577, McKenzie River - Armitage Bridge

Dear Mr. Gormsen:

This letter is to serve as a lien against the above project. We supplied and placed the rip rap for Armitage Bridge. To date, we have received only a partial payment.

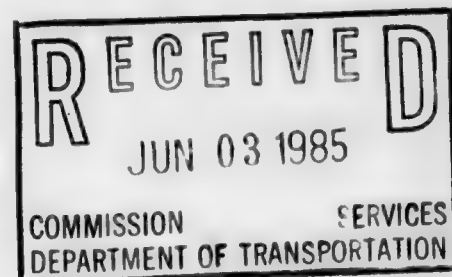
The amount of \$3,904.15 remains unpaid from J & J Fence, a subcontractor to F. E. Ward.

Thank you for your help in this matter.

Sincerely,

Claudia Staton
President

CC: F. E. Ward
J & J Fence



May 29, 1985

Coral Sales Company
PO Box 577
Clackamas, OR 97015

CON 5
#9677

Attention: Cyndi A. Turner
Bookkeeper

Gentlemen or Ladies:

Thank you for your letter of May 21, 1985, informing us that your claim against F. E. Ward, Inc., in the amount of \$17,117.10 for materials supplied to J and J Fencing has been paid.

You state this is in reference to the F. E. Ward, Inc., Contract No. 9677 for work on the McKenzie River (Armitage) Bridge in Lane County.

One claim was filed on December 20, 1984, in the amount of \$6,468 and the other on April 10, 1985, in the amount of \$10,649.10.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: F. E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

Employers Ins. of Wausau
2000 Westwood Drive
Wausau, WI 54401

NOTED ON CARD

5/29/85

bc: Secretary of State - Claim filed 12-20-84 - your
#CL1985-0004 on 1-16-85, other claim filed 4-10-85 -
#CL1985-0079 on 4-19-85.

bbc: Bryant Jackmond

Coral Sales Company

P.O. BOX 577
10560 S.E. HWY. 212
CLACKAMAS, OREGON 97015
(503) 655-6351

May 21, 1985

Robert W. Gormsen
Commission Services
Oregon Department of Trans.
Transportation Building
Salem, OR 97310

Dear Mr. Gormsen:

This letter is to notify you that we have received in full, the amount of our claim against F.E. Ward, Inc. of \$ 17,117.10 for materials supplied to J & J Fencing on OSHD Contract # 9677.

Please consider this claim paid in full. If you have any questions, please feel free to give me a call. Thank you for your assistance in this matter.

Very truly yours,

Cyndi A. Turner

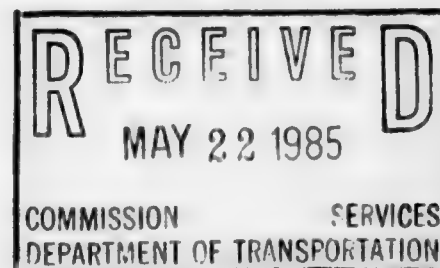
Cyndi A. Turner
Bookkeeper

CC: Wausau Insurance Co.
P.O. Box 150
Wausau, Wisconsin 54401

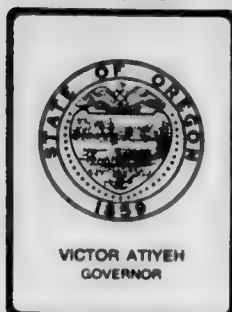
F.E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

J & J Fencing
1931 McPherrin
Monteray Park, CA 91754

Kobin & Meyer
Norm Kobin
610 S.W. Alder
Portland, OR 97205



CL 1985-0102



Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 7, 1985

Staton Construction, Inc.
29394-B Airport Road
Eugene, OR 97402

Attention: Claudia Staton
President

Gentlemen or Ladies:

This will acknowledge your letter of April 15, 1985, with attached invoice, filing a claim against the following Highway Division contract:

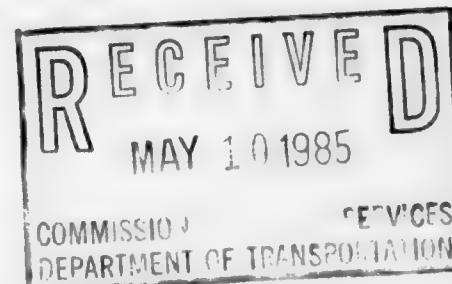
FILED BY:	Staton Construction, Inc.
AMOUNT:	\$3,904.15
FOR:	Materials
AGAINST (Prime contractor)	F. E. Ward, Inc.
SUBCONTRACTOR:	J & J Fence
CONTRACT NO.:	9677
PROJECT:	McKenzie River (Armitage) Bridge, Coburg Road, Lane County
SURETY:	Employers Insurance of Wausau
AGENT:	George May

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

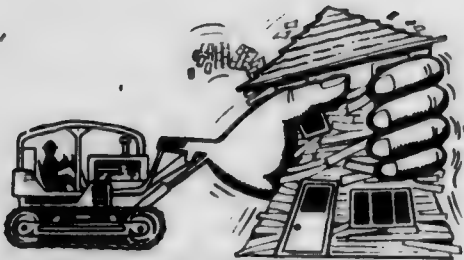


cc: F. E. Ward, Inc.
Employers Insurance of Wausau

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD

Kjm 5-10-85



LEONARD STATON

STATON CONSTRUCTION, INC.
DEMOLITION & EXCAVATING

~~2305 CHAMBERS~~

~~EUGENE, OREGON 97405~~

NEW ADDRESS
AND PHONE

~~503-343-7745~~

29394-B AIRPORT RD.

EUGENE, OR 97402

(503) 461-0543

April 15, 1985

Robert Gormsen
Department of Comission Services
Transportation Building
Salem, Oregon 97310

Re: OSHD Contract 9677, McKenzie River - Armitage Bridge

Dear Mr. Gormsen:

This letter is to serve as a lien against the above project.
We supplied and placed the rip rap for Armitage Bridge. To
date, we have received only a partial payment.

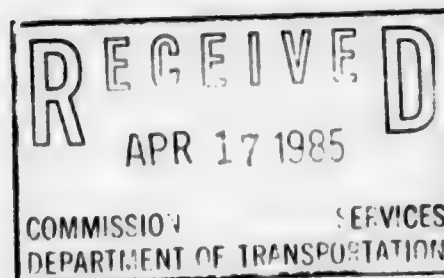
The amount of \$3,904.15 remains unpaid from J & J Fence, a
subcontractor to F. E. Ward.

Thank you for your help in this matter.

Sincerely,

Claudia Staton
President

CC: F. E. Ward
J & J Fence





STATION CONSTRUCTION, INC.
EXCAVATING - CLEARING & DEMOLITION

29394-B AIRPORT RD. EUGENE, OREGON 97402
503 / 461-0543

Sold
To

J & J Vance

694 N. 34th Street

Springfield, Oregon 97473

Shipped To Armitage Bridge - Eugene, Oregon

Address Contract 9677

OUR NUMBER 001516
DATE 1-1-85
CUSTOMER'S ORDER
SALESMAN

RECEIVED
APR 17 1985

COMMISSION
DEPARTMENT OF TRANSPORTATION

Total rip ran placed				
539 tons divided by 1.74 = 333.5 cubic yards				
333.5 x 16.00 per yard			5336	
Payments received by joint check from				
W. H. Ward 3/8/84			777	
12/10/84			737	
Balance Due			3824	18

ALL ACCOUNTS ARE DUE ON THE 10TH OF THE FOLLOWING MONTH. A FINANCE CHARGE OF 1 1/2% PER MONTH IS ASSESSED TO ALL ACCOUNTS PAST DUE (ANNUAL PERCENTAGE RATE 18%). PURCHASER AGREES TO PAY REASONABLE ATTORNEY'S FEES AND OTHER COSTS INCURRED FOR COLLECTION

Signed _____

lane county



May 3, 1985

Jack Ayres
Federal Aid Specialist
Region 3, Oregon Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Re: Armitage Bridge

Dear Jack:

I am requesting an increase in the total FAS-C authorization for the Armitage Bridge project to \$1,495,068. This represents an increase of \$179,603 from the original authorization of \$1,315,465.

Lane County currently has an FAS-C uncommitted balance of \$75,444. As per the existing O-DOT/AOC Agreement, Lane County wishes to borrow the additional \$104,159 from its FY 85-86 Federal Allocation.

I have attached a February 11, 1985 inter office memo from O.B. Jackmond to support my request. From his memo, and the October 14, 1982 agreement between O-DOT and Lane County, I have gathered the following information:

Total estimated project cost	\$1,742,341
Less ineligible costs	-43,400
Project cost eligible for FAS-C	\$1,698,941
FAS-C percentage	x 88%
Total FAS-C request	\$1,495,068
Less FAS-C Total Authorization	-1,315,465
Net FAS-C Increase Requested	\$179,603

Your prompt attention to this matter will be helpful, as we wish to close out the project. If you need additional information, please give me a call.

Sincerely,

Oliver P. Snowden
County Engineer

OPS:jm
cc:Doug Greene
Don Greer

PROGRAM SECTION

MANAGER _____ RESOURCE UNIT _____
FA UNIT _____ PROGRAM UNIT _____

MAY 03 1985

REFER TO _____

R/D _____ ACT _____ REPLY _____
DISC _____ INFO _____ FILE _____

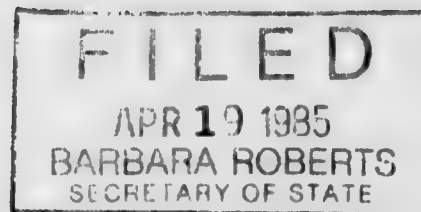
CL 1985-0079



Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 18, 1985



Coral Sales Company
10560 S.E Highway 212
P.O. Box 577
Clackamas, OR 97015

Attention: Kathleen Johnson
Office Manager

IN REPLY REFER TO
FILE NO.:

CON 5
#9677

Gentlemen or Ladies:

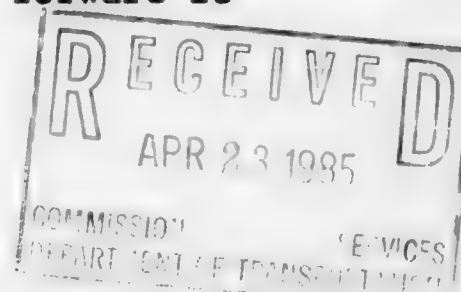
This will acknowledge your letter dated April 10, 1985, filing a claim against the following Highway Division contract. This claim is in addition to your claim of December 20, 1984, in the amount of \$6,468 for bicycle rail.

FILED BY:	Coral Sales Company
AMOUNT:	\$10,649.10
FOR:	Guardrail materials
AGAINST (Prime contractor)	F. E. Ward, Inc.
SUBCONTRACTOR	J & J Fencing
CONTRACT NO.:	9677
PROJECT:	McKenzie River (Armitage) Bridge Section, Coburg Road, Lane County
SURETY:	Employers Insurance of Wausau
AGENT:	George May

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD .

5-9-85 *km*



Coral Sales Company
April 18, 1985
Page 2

Please advise this office when your claim has
been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

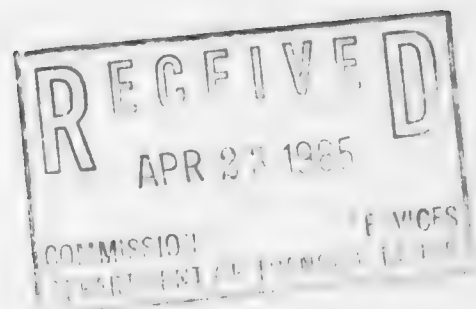
Robert W. Gormsen
COMMISSION SERVICES

cc: F. E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

Employers Insurance of Wausau
9400 S.W. Beaverton Highway, Suite 300
Beaverton, OR 97005

bc: Secretary of State - Please acknowledge receipt of
the attached claim on the enclosed copy of this
letter. ✓

C
O
P
Y



Coral Sales Company

P.O. BOX 577
10560 S.E. HWY. 212
CLACKAMAS, OREGON 97015
(503) 655-6351

April 10, 1985

Robert W. Gormsen
Commission Services
Oregon Department of Trans.
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

This letter is to notify you of nonpayment of Guard Rail materials on OSHD Contract 9677. We currently have a claim of \$6,468.00 for nonpayment of the Bicycle rail for this project. With the additional amount of \$10,649.10 the total amount of claim against this project is \$17,117.10. We are also placing a claim in this amount against the Bond of F.E. Ward Company, prime contractor. J&J Fencing is the sub-contractor we sold the materials to.

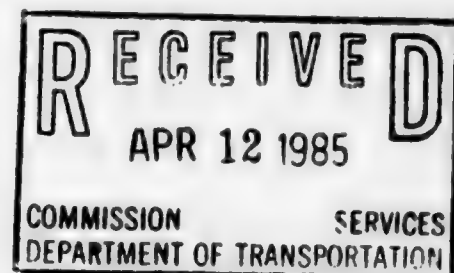
Thank you for your assistance.

Very truly yours,



Kathleen Johnson
Office Manager

C; Employers Ins. of Wausau
F.E Ward Co.
J&J Fencing
SOB 2828





STATE OF OREGON

Highway Construction

378-6318

INTEROFFICE MEMO

FILE: CON 5

TO:

W. E. Schwartz
Ass't. State Highway Engineer

DATE:

February 11, 1985

FROM:

O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT:

Request for Increase in Project Authorization
McKenzie River (Armitage) Bridge Section
Coburg Road, Lane County
Contract No. 9677

This federal aid Rural Secondary project is nearly finished with completion anticipated later this spring. It now appears that the final cost will exceed the project authorization by \$84,000 or five percent.

Minor variations of quantities of bid items, together with unanticipated items found necessary for proper construction of the project have had the impact of adding slightly over \$4,200 to the cost of the project.

The major cause of the required increase is a result of the projected overrun in construction engineering charges. The original consultant agreement among Lane County, Oregon Bridge Engineering Corporation (OBEC - consultants on the project) and ODOT allowed \$193,000 or 15 percent of the contract costs to be expended by OBEC. It appears that OBEC will expend all of these allocated funds. In addition, it is anticipated that some \$72,000 will be expended by Lane County and ODOT engineering staffs in order to properly monitor and document the work and oversight of the work of OBEC, consulting engineers.

There are sufficient funds available in the category of work and all the increase, except \$43,400, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$84,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
O. P. Snowden ✓
B. M. Walton
W. F. Cobine

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORTFOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION

McKenzie River
(Armitage Bridge)

WEEK ENDING:

February 2, 1985

SECTION PREFIX

520-1076

HIGHWAY

FAS 465 Coburg Road

COUNTY

Lane

NAME OF JOB

McKenzie River (Armitage Bridge)

KIND OF WORK

Grading, Basing, Paving, Structure

CONTRACTOR

F.E. Ward

CONTRACT NUMBER

9677

FEDERAL AID PROJECT NUMBER

RS-A465(2)

DATE OF CONTRACT

July 29, 1983

DATE WORK STARTED

August 15, 1983

ESTIMATED COMPLETION DATE

January 31, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: 8
MEN: 6 SUPERVISION: 2

SPECIFIED WORK DAYS

N/A

WORK DAYS USED

N/A

SPECIFIED CALENDAR DAYS

539

CALENDAR DAYS USED

540

SPECIFIED COMPLETION DATE

January 31, 1985

PERCENT OF TIME ELAPSED

100%

PROJECT AUTHORIZATION:

\$1,658,341.13

ENGINEERING AUTHORIZATION

\$117,926.48

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100%

EXCLUSIVE OF ENGINEERING:

\$1,540,414.65

ENGINEERING COST TO DATE

\$230,000.00

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

100%

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING:

\$1,461,979.12

ESTIMATED PERCENT
UNDERRUN

5.1%

PERCENT OF
AUTHORIZATION

178%

DATE PROJECT WAS COMPLETED:

January 31, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			
		GRADING		SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.78		0.78			0.78
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)		4,500		9,900			2,000
TOTAL QUANTITIES CORRECTED TO DATE		5,030		8,688			2,057
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		5,030		8,688			2,057
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

Hand tools Tool shed trailer-office Pickup 1-Backhoe mounted auger
1-Boom truck 1-Backhoe

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1336A	Detour	Removal				
PERCENT	100%	100%	100%				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1-27	Cloudy-Rain			
MONDAY 1-28	Cloudy			
TUESDAY 1-29	Cloudy - Snow			
WEDNESDAY 1-30	Cloudy			
THURSDAY 1-31	Cloudy			
FRIDAY				
SATURDAY				

CE E CAE RECEIVED LS TC
 COE OM SA CC
 OE FEB 19 1985 FE CP
 CA CONSTRUCTION POC +
 CAM SECTION OCS +
 EEO FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1-27	No Activity
MONDAY 1-28	F.E. Ward: Continued site cleanup and moved out materials. Staton Const: Continued shoulder finishing, slope repair and backfilled stairway. J&J Fence: General cleanup. Installed misc. guardrail hardware. Walts Concrete: Completed placing concrete for slope paving.
TUESDAY 1-29	F.E. Ward: Continued site cleanup and moving out of materials.
WEDNESDAY 1-30	F.E. Ward: Continued site cleanup and moving out of materials. J&J Fence: Installed raised pavement markers. Began installing top rail and fabric on CL4R chain link fence.
THURSDAY 1-31	F.E. Ward: Continued misc. cleanup. Completed installing replacement bicycle rail. Staton Const: Punchlist cleanup. J&J Fence: Completed CL4R chain link fence. Aligned guardrail, began cleanup and installed mailbox posts. Project complete.
FRIDAY	
SATURDAY	

REMARKS

Inspectors: OBEC-A1 Jones
Lane County - Doug Putschler

Status: Project completed January 31, 1985

SIGNED

Donald D. Jones

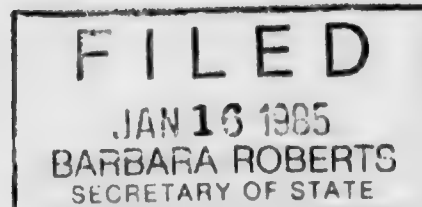
LOCATION



CL 1985-0004

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310



January 15, 1985

Coral Sales Company
PO Box 577
Hillsdale, OR 97015

IN REPLY REFER TO
FILE NO.:

CON 5
#9677

Attention: Kathleen Johnson
Office Manager

Gentlemen or Ladies:

This will acknowledge your letter of December 20, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Coral Sales Company
AMOUNT:	\$6,468
FOR:	Bicycle rail
AGAINST (Prime contractor)	F. E. Ward, Inc.
SUBCONTRACTOR:	J & J Fencing Company
CONTRACT NO.:	9677
PROJECT:	McKenzie River (Armitage) Bridge Section of Coburg Road, Lane County
SURETY:	Employers Insurance of Wausau
AGENT:	George May

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

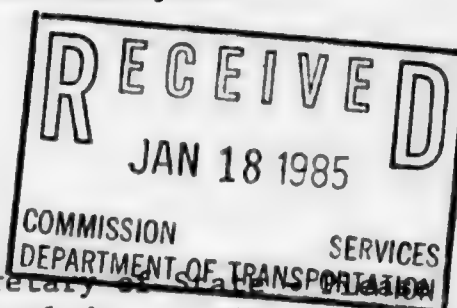
Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

1-25-85 JS

cc: F. E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: ✓ Secretary of State
acknowledge receipt of the
attached claim on the enclosed
copy of this letter.



Coral Sales Company

P.O. BOX 577
CLACKAMAS, OREGON 97015

December 20, 1984

Robert Gormsen
Department of Commission Services
Transportation Building
Salem, Oregon 97310

RE: OSHD Contract 9677, McKenzie River - Armitage Bridge

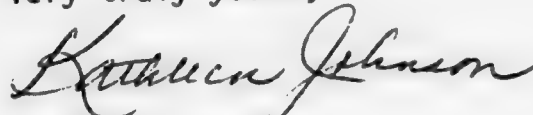
Dear Mr. Gormsen:

This letter is to serve as a material lien against the above project. We were the supplier of the Bicycle Rail for which we have only received a partial payment.

The amount of \$6468.00 is the amount that remains unpaid from J & J Fencing Company, subcontractor to F.E. Ward Company.

Your cooperation in this matter is appreciated. Thank You.

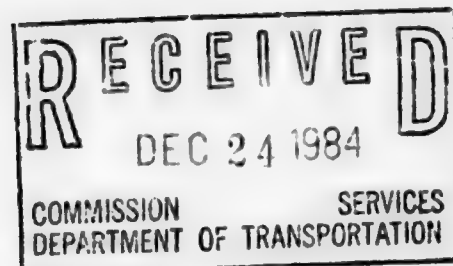
Very truly yours,



Kathleen Johnson
Office Manager
Coral Sales Company

KJ/kf

cc: F.E. Ward
J & J Fencing
S.O. B2592



OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project McKenzie River (Armitage Bridge) Date December 19, 1984
 Highway Coburg Road Contract No. 9677
 County Lane Kind of Work Grade, Pave, Structure Contractor F.E. Ward

	Authorized	Estimated
Contract Amount	\$1,467,881.00	\$1,472,143.00
Anticipated Items	6,200.00	5,200.00
Contingency (4½%)	66,333.65	485.07
Engineering	117,926.48	265,000.00
Credits	0	- 486.94
PROJECT COST	1,658,341.13	1,742,341.13
		1,742,000.96
		84,000.00
NET INCREASE \$		83,659.83
		OR 5.07 %
		5.04

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items))	Expected Amount	Net Change
B.I. 5 Temp Traffic Barrier, Lighted (C)	1,650.00	(+) 450.00
B.I. 8 Flagmen (C)	4,300.00	(+) 1,300.00
B.I. 11 Embankment in Place (C)	20,250.00	(+) 2,386.00
B.I. 14 Obliteration of Roadway (C)	600.00	(+) 1,894.00
B.I. 36 Furnish 10x42 Steel Piles (C)	22,070.00	(+) 2,470.00
B.I. 37 Drive Steel Piles (C)	2,207.00	(+) 247.00
SFO #1 Sheriff Deputy (U)	945.99	(-) 801.09
P.A. #2 Cement Adjustment (U)	(-) 191.66	(-) 191.66
P.A. #3 On the Job Training (U)	1,600.00	(-) 1,600.00
P.A. #4 Inlet & Curb Construction (U)	1,248.50	(+) 1,248.50
P.A. #5 Detour Structure & Concrete & Rebar Adjust (U)	(-) 2,063.78	(-) 2,063.78
P.A. #6 Slip-formed Type "G" Rail (U)	(-) 1,080.00	(-) 1,080.00
Engineering (C)	117,926.48	(+) 135,073.52
		147,073.52

Principal reasons for overruns (Continue on reverse side): See attached letter

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Oliver P. Swowder
 Lane County Engineer

Noted by D. S. Gailman
 For Construction or Bridge Engineer

Confirmed by R. J. Zuerin
 Regional Engineer

Noted by _____
 Deputy or State Highway Engineer

To Bob Gormsen

7/25

From: Jan Peterson J

The attached letter was sent to me
by Doug Greene.

I called Frank Ward of F. E. Ward Co
today. He said to send him a copy
of the letter and he would pay it. A
copy will go out to him on 7/26



OREGON
RECEIVED
JUL 16 1984
NOTED:
☐ ☐ ☐

6-25-84
686-7610

7-13-84

RECEIVED
JUL 16 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear Mr. Hansen:

I am sending a bill for the electricity that F.E. Ward Co has been using to operate the flashing light of the "bridge construction" sign posted by our home. The sign is posted for the McKenzie River (Armitage) Bridge Section - contract #9677. The sign has been posted since last August and as of yet we have not received reimbursement. The bill is as follows:

\$10.00 per month

x 11 (Aug 1983 - July 1984)

110.00 TOTAL DUE

If payment is not received by July 31, 1984, the light will then be disconnected. Thank you for your prompt attention to this matter.

Sincerely,

Karen Short

90280 Coburn Rd
Eugene, OR 97401

cc Chris Anderson
Lane County Engineer

RECEIVED
JUL 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll 9677 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION LETTER OF APPROVAL AND/OR AUTHORIZATION		1. FEDERAL-AID PROJECT NO. RS-A465(2)
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		2. STATE PROJECT NO. See below
4. PROGRAM NO. 5. ITEM NO. 00029		2A. COUNTY NAME Lane
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon		
7. DATE AUTHORIZATION EFFECTIVE 9/19/83	8. FEDERAL ROUTE NUMBER Secondary A465	9. STATE ROUTE NUMBER County Road
10. GENERAL LOCATION: McKenzie River (Armitage) Bridge Section		
11. GENERAL DESCRIPTION OF WORK Program change		
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Program change See below		
13. REMARKS As requested in Mr. Swan's letter of 9/15/83 I approve the revised Preliminary Engineering Costs to a TEC of \$122,475 Federal Funds \$107,995. (Increase TEC \$45,075 Federal Funds \$39,747)		
14. DATE 9/19/83	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator

RECEIVED STATE HWY ENGR						
SEP 26 '83						
REFER TO Potter FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Orig
9/26

August 11, 1983

F. E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

CON 5
#9677

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9677 for work on the McKenzie River (Armitage) Bridge Section of Coburg Road in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gornsen
COMMISSION SERVICES

dc

Encl.

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
Doug Greene

F.E. WARD, INC.

2000 E. Columbia Way • Building 48C
Vancouver, WA 98661
(206) 694-8090

July 5, 1983
Serial Letter No. 1

Oregon Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97130

Subject: McKenzie River (Armitage) Bridge #9677

Attention: Robert W. Gormsen,
Commission Services

Gentlemen:

Reference is made to our proposal for subject project.
It shall be our intent to award subcontracts to the following
firms in order to fulfill the MBE and WBE goals established
and confirmed in our proposal.

SUBCONTRACT TO MBE FIRM

Subcontractor: J & J Fencing, Inc
694 N. 34th Street
Springfield, Oregon 97477
Subcontract Amount - \$73,647.50
Percent of Total Contract - 5.05%

SUBCONTRACTS TO WBE FIRMS

Subcontractor: Service Steel Erectors, Inc.
P. O. Box 37
Keno, Oregon 97627
Subcontract Amount - \$40,146.75
Percent of Total Contract - 2.74%

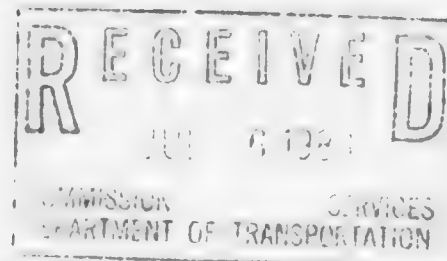
Subcontractor: Staton Construction, Inc.
29394-B Airport Road
Eugene, Oregon
Subcontract Amount - \$77,453.60
Percent of Total Contract - 5.28%

A breakdown of the proposed subcontracts for those firms listed
above is attached.

Yours truly,

F. E. WARD, INC.

F. E. Ward
F. E. Ward,
President



cc. Ray Turner

PROPOSED SUBCONTRACTS FOR THE MCKENZIE RIVER (ARMITAGE) BRIDGE

J & J FENCING, INC

Bid Item	Description	Bid Qty.	Unit Price	Total Price
3	Temporary Signs	400 SF	10.00	4,000.00
4	Temporary Barricades	30 EA	50.00	1,500.00
5	Temp. Cont. Rail Traffic Barriers	275 LF	6.00	1,650.00
6	Temporary Guard Rail, Type 2, Lighted	750 LF	10.00	7,500.00
21	Guard Rail, Type 2A	797 LF	12.50	9,962.50
22	Guard Rail, Type 3	125 LF	20.00	2,500.00
23	Guard Rail Anchors, Type 1	3 EA	325.00	975.00
24	Rail End Pieces, Type C	3 EA	90.00	270.00
25	Extra for Guard Rail Bridge Connections	1 EA	170.00	170.00
26	CL-4R Chain Link Fence	230 LF	8.00	1,840.00
28	Multiple Mailbox Supports	1 EA	150.00	150.00
29	Raised Pavement Markers, Type 1A	100 EA	5.10	510.00
30	Raised Pavement Markers, Type 1B	70 EA	5.00	350.00
31	(Partial) - Temporary Guard Rail and Fencing for Detour Structure	All	Lump Sum	14,500.00
47	Metal Bicycle Rail	1,078 LF	15.00	16,170.00
48	Guard Rail Connections	4 EA	300.00	1,200.00
50	Loose Riprap, Class 700	650 CY	16.00	10,400.00
Total				73,647.50

SERVICE STEEL ERECTION, INC.

42	(Partial) Labor to Place Reinforcement	All	Lump Sum	38,750.00
44	(Partial) Labor to Place Reinforcement for Reinforced Concrete Bridge End Panels	185 SY	7.55	1,396.75
Total				40,146.75

STATON CONSTRUCTION, INC

9	Clearing and Grubbing	All	Lump Sum	2,996.00
10	Removal of Str. and Obstructions	All	Lump Sum	672.00
11	Embankment in Place	4,500 CY	4.25	19,125.00
12	Trench Excavation	40 CY	1.08	43.20
13	Finishing Roadbed and Slopes	All	Lump Sum	3,714.00
14	Obliteration of Roadway	300 SY	2.08	624.00
15	Watering	200 MG	10.00	2,000.00
16	3/4"-0 Aggregate Base	1,900 TN	4.68	8,892.00
17	1 1/2"-0 Aggregate Base	8,000 TN	4.68	37,440.00
19	12-inch Culvert Pipe	140 LF	8.63	1,208.20
20	18-inch Culvert Pipe	64 LF	11.55	739.20
Total				77,453.60

RECEIVED
JUL 6 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 1, 1983

Lane County Board of Commissioners
Courthouse/Public Service Building
125 East 8th Street
Eugene, OR 97401

PRO/ACC

Attention: John E. Goodson
Acting Public Works Director

On June 30, 1983 the Highway Division received a satisfactory bid from F. E. Ward Inc., 2000 E. Columbia Way, Building 48C, Vancouver, WA 98661 for the McKenzie River (Armitage) Bridge Section on Coburg Road FAS-A465(2). This is an FAS-C project No. RS-A465(2). Based upon the contractor's bid, the County's advance deposit will be:

Contractors Bid	\$1,467,881.00
Permanent Pavement Striping	2,500.00
Temporary Pavement Striping	1,700.00
Erosion Control	1,000.00
Seeding and Mulching	1,000.00
4-1/2% Contingencies	66,333.45
8% Engineering	117,926.48
Estimated Construction Cost	\$1,658,340.93
Estimated P.E. Cost	100,000.00
Estimated Total Project Cost	\$1,758,340.93

County's share of project cost is 6% of \$1,758,340.93	\$ 105,500.46
County's Advance Deposit will be	105,500.00
Less Advance Deposit for P.E.	4,600.00
	\$ 100,900.00

We will award the contract when we receive your advance deposit, which should be in this office no later than July 22, 1983.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

original signed by Potter

Gary A. Potter, Manager
Program Section

bc w/AD #83-44: Region 3 Federal Aid Engineer, Jack Ayres
Vern Skoog - Please return completed AD #83-44
when advance deposit is received

Contract Awarded 7-29-83
Ad. Dep. P.E. 8-1-83
Investment pul. Info. E! Hauran
248,000.00 Total

FILE

June 20, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 30, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 30, 1983, on the following projects:

1. Neawanna Creek-Holladay Drive (Seaside)
Oregon Coast Highway, Clatsop County
Paving

Bikeway project. Shoulders will be widened to provide eight-foot shoulder bike lanes.

2. Revere, Greenwood & Franklin Avenues (Bend)
The Dalles-California Highway, Deschutes County
Traffic Signals

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Berry Stockway and Staveland Stockway Culvert
Lower Smith River Road, Douglas County
Grading, Paving and Structures

County project. Grading and paving incidental to culvert installation. Project has twelve-foot lanes with three-foot shoulders.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Calapooya Creek Bridge
Elkton-Sutherlin Highway, Douglas County
Bridge Repair

Same as No. 2.

Footpaths and Bicycle Trails
June 30, 1983 Bid Letting
Page 2

5. Noel Creek and Eslick Creek Bridges
Lower Smith River Road, Douglas County
Grading, Paving and Structures

Thirty-foot roadway on structures and approaches.

Same as No. 3.

6. McKenzie River (Armitage) Bridge
Coburg Road, Lane County
Grading, Paving and Structure

Forty-foot roadway on structure and approaches. An abandoned railroad structure is being restored for bicycle and pedestrian use.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings



STATE OF OREGON
ROAD DESIGN SECTION

INTE OFFICE MEMO
DES 22

TO: MEMO TO THE FILE
FROM: *Steve Macnab*
Steve Macnab
Specifications Engineer
SUBJECT: Consultant Specifications

DATE: June 3, 1983
Verlone _____
Anderes _____
Adams _____
Macnab _____
St. John _____
Gibson _____
Welling _____
REC-1
HDB-1
Bring Up _____
Return _____

The June 30 bid opening has several consultant projects on it.
Included are:

- | | |
|-------------------------------------|---------------|
| 1. Berry and Staveland Stockways | OBEC |
| 2. Noel and Eslick Creek Bridges | OBEC |
| 3. McKenzie River (Armitage) Bridge | OBEC |
| 4. Yaquina River (Chitwood) Bridge | CH2M-Hill |
| 5. Croisan Creek Culvert | City of Salem |

In each case, the Specifications Unit is to put the projects together into our contract format and advertise them. However, the bid opening dates were, for the most part, requested by the consultants when they submitted the projects to the Region offices.

These dates were requested on the assumption that the project material as submitted by the consultant was in final format. In terms of the specifications, this was not always the case.

It appears that our practice has been to take the consultant's "rough" specifications and rewrite them. This practice requires manpower which we cannot always spare and shifts the responsibility for accurate PS&E documents from the consultant to the State.

I am not sure what our responsibility is for producing finished contract documents for the consultants but I do object to redoing their work and correcting their errors, especially when it requires one to two weeks of a spec writer's time. The consultant is being paid to produce final PS&E documents. The specification that we receive should be ready to put in final book form. The Estimate, Summary and Proposal items should all check and be ready to print. Permits and right-of-way should be clear and certified.

Unfortunately, none of the projects scheduled for June 30 were in such a state of completeness. If I had had my choice, I would have shipped them back and rescheduled them for late July or August. We didn't have that choice. Instead, we wasted our time trying to put these jobs together. I personally spent almost half a week on the

Frank Miller ✓

6-7-83

I thought you would be interested in reading this memo even though there are only problems mentioned and no solutions. JF

RECEIVED TECHNICAL SERVICE	JUN 10 1983	REFER TO	FOR	Info
				Inves
				R/D
				D/R
				Sign
				Act
				File

MEMO TO THE FILE
June 3, 1983
Page 2

phone, trying to get needed material and answers out of the consultants. This did not count the time spent by the spec writers trying to get answers.

In the case of the Croisan Creek Culvert, the City of Salem hadn't even applied for a Division of State Lands Removal/Fill Permit. On all of OBEC's jobs, they were feeding us bits and pieces of items that we needed to incorporate into the final specs and, in most of those cases, we had to ask for the information. As of Friday, May 27, we didn't even have estimates on the four structures in Douglas County because OBEC was still working on them.

I will be amazed if all of these jobs are ready for the June 30 bid opening. If they aren't, it won't be because we didn't try.

If there is a move afoot in the private sector to get a bigger slice of the preliminary engineering pie, then we need to fine-tune how we handle their products. It appears to me that there is no time saved in the Specifications Unit by having consultants develop the specifications.

We need to explore what we require of them and what we are really required to do in order to contract their work. Writing the Special Provisions for them is not the answer.

SHM:ja

cc J. H. Versteeg

RS-A465(2)

Estimated Contract Amount

Royalty Payment.

Permit Fees

Slide Correction

Railroad Protect

Other Railroad Costs

Permanent Signing

Permanent Pavement Striping

Temporary Pavement Striping.

Remove Pavement Striping (Exist. & Temp.)

Temporary Erosion Control

State Furnished

Roadside Seeding & Mulching

Asphalt Cement Adjustment.

On the Job Trainees (\$0.80 x _____ hrs.)

State Responsibility for Damages

Signal Controller Testing

"OPTICOM" Testing

Bikeway Signs

Bikeway Striping & Legend

Adjust Utilities:

Subtotal

Contingencies (4-1/2%)

Engineering (3, 9, 10%)

Credit for

Estimated Net Authorization, Construction

APPROVED

J. M. Wiersting
Road Design Engineer

APPROVED

FINAL DESIGN ENGR.

Rev. 11/81



OREGON STATE

SUMMARY-BID SCHEDULE

HIGHWAY DIVISION



Section		McKenzie River (Armitage) Bridge		City LANE		Sheet 1 of 5			
Kind of Work		Grading, Paving, Structure		Length 0.31 mi.		Date 5-27-83		Name Bricher	
No.	Item	Code	Unit	Quant.	Unit Cost	Total			
1	Mobilization		All	All	-	142,000-			
2	Temporary Protection and								
	Direction of Traffic		All	All	-	10,000-			
3	Temporary Signs		Sq. Ft.	400	6-	2,400-			
4	Temporary Barricades		Each	30	90-	2,700-			
5	Temporary Continuous Rail								
	Traffic Barriers, Lighted		Lin. Ft.	275	8-	2,200-			
6	Temporary Guard Rail, Type 2,								
	Lighted		Lin. Ft.	750	10-	7,500-			
7	Temporary Traffic Signal								
	Installation		All	All	-	18,000-			
8	Flagmen		Hour	430	23-	9,890-			
	<u>ROADWORK</u>								
9	Clearing and Grubbing		All	All	-	7,000-			
10	Removal of Structures and								
	Obstructions		All	All	-	3,000-			
11	Embankment in Place		Cu. Yd.	4,500	3-	13,500-			
12	Trench Excavation		Cu. Yd.	40	15-	600-			
13	Finishing Roadbed and Slopes		All	All	-	5,000-			
14	Obliteration of Roadway		Sq. Yd.	300	1.50	450-			



SUMMARY-BID SCHEDULE

OREGON STATE

HIGHWAY DIVISION



Section		McKenzie River (Armitage) Bridge		City		LANE		Sheet of		2 5					
Kind of Work		Grading, Paving, Structure		Length		0.31 mi.		Date		5-27-'83		Name		Bricher	
No.	Item	Code	Unit	Quant.	Unit Cost	Total									
15	Watering		M-Gal.	200	14-	2,800-									
16	3/4"-0 Aggregate Base		Ton	1,900	6 ⁵⁰	12,350-									
17	1 1/2"-0 Aggregate Base		Ton	8,000	6 ⁵⁰	52,000-									
18	Class "B" or Class "C"														
	Asphalt Concrete		Ton	2,000	26-	52,000-									
19	12-inch Culvert Pipe		Lin.Ft.	140	12-	1,680-									
20	18-inch Culvert Pipe		Lin.Ft.	64	15-	960-									
21	Guard Rail, Type 2A		Lin.Ft.	797	13-	10,361-									
22	Guard Rail, Type 3		Lin.Ft.	125	25-	3,125-									
23	Guard Rail Anchors, Type 1		Each	3	300-	900-									
24	Rail End Pieces, Type C		Each	3	200-	600-									
25	Extra for Guard Rail														
	Bridge Connections		Each	1	150-	150-									
26	CL-4R Chain Link Fence		Lin.Ft.	230	15-	3,450-									
27	Extra for Asphalt Approaches		Each	10	200-	2,000-									
28	Multiple Mailbox Supports		Each	1	100-	100-									
29	Raised Pavement Markers, Type 1A		Each	100	4-	400-									
30	Raised Pavement Markers, Type 1B		Each	70	4-	280-									



SUBMITTAL BID SHEET

OREGON STATE

HIGHWAY DIVISION



Section		C y		Sheet of		
Mckenzie River (Armitage) Bridge		LANE		3 of 5		
Kind of Work		Length	Date	Name		
Grading, Paving, Structure		0.31 mi.	5-21-83	Bricher		
No.	Item	Code	Unit	Quant.	Unit Cost	Total
	<u>STRUCTURES</u>					
31	Detour Structure		All	All	-	75,000-
32	Removal of Existing Armitage Bridge		All	All	-	95,000-
	<u>Bridge No. 1336A - Concrete Alt. "A"</u>					
33	Shoring, Cribbing, Etc.		All	All	-	110,000-
34	Structure Excavation		Cu. Yd.	800	15-	12,000-
35	Furnish Pile Driving Equipment		All	All	-	13,250-
36	Furnish HP 10x42 Steel Piling		Lin. Ft.	2,207	12 ⁵⁰	27,587 ⁵⁰
37	Drive Steel Piles		Lin. Ft.	2,207	2-	4,414-
38	Structural Concrete, Class 3300 (430 C.Y. @ \$240)		All	All	-	103,200-
39	Structural Concrete, Class 4000 (1,306 C.Y. @ \$270)		All	All	-	352,620-
40	Concrete Stairway		All	All	-	2,400-
41	75'/81' Type "I" Prestressed Beams		Each	20	9,500-	190,000-
42	Reinforcement (310,000 lbs. @ 0 ²² / ₄₅)		All	All	-	139,500- ~~99,200-~~
43	Prestressing Steel (90,100 lbs. @ 1 ¹⁰ / ₁₀)		All	All	-	99,110-
44	Reinforced Concrete Bridge					
	End Panels		Sq. Yd.	185	65-	12,025-
45	Bearing Devices, Bents 3 and 5		Each	10	500-	5,000-
46	Expansion Joints		Lin. Ft.	89	140-	12,460-



OREGON STATE

SUMMARY-BID SCHEDULE-COST ESTIMATE

HIGHWAY DIVISION



Section		McKenzie River (Armitage) Bridge		Lane		Sheet 4 of 5			
Kind of Work		Grading, Paving, Structure		Length 0.31 mi.		Date 5-27-83		Name Bricker	
No.	Item	Code	Unit	Quant.	Unit Cost	Total			
47	Metal Bicycle Rail		Lin. Ft.	1,078	22 ⁵⁰ -	24,255-			
48	Guard Rail Connections		Each	4	250-	1,000-			
49	Concrete Slope Paving		Sq. Yd.	110	30-	3,300-			
50	Loose Riprap, Class 700		Cu. Yd.	650	12 ⁵⁰ -	8,125-			
Bridge No. 1336A - Steel Alt. "B"									
51	Shoring, Cribbing, Etc.		All	All	-	70,000-			
52	Structure Excavation		Cu. Yd.	800	15-	12,000-			
53	Furnish Pile Driving Equipment		All	All	-	13,250-			
54	Furnish HP10X42 Steel Piling		Lin. Ft.	2,125	12 ⁵⁰ -	26,562 ⁵⁰ -			
55	Drive Steel Piles		Lin. Ft.	2,125	2-	4,250-			
56	(500 C.Y. @ \$240) Structural Concrete, Class 3300		All	All	-	120,000-			
57	(785 C.Y. @ \$250) Structural Concrete, Class 4000		All	All	-	196,250-			
58	Concrete Stairway		All	All	-	2,400-			
59	(244,000 lbs. @ 0 ³² / ₄₅) Reinforcement		All	All	-	109,300- ~~78,900-~~			
60	(5,200 lbs. @ 2 ²⁵ / ₅) Prestressing Steel		All	All	-	11,700-			
61	Reinforced Concrete Bridge								
	End Panels		Sq. Yd.	185	65-	12,025-			
62	(882,000 lbs. @ \$0 ⁷⁵ / ₅) Structural Steel		All	All	-	661,500-			
63	Bearing Devices, Bent 3		Each	4	500-	2,000-			
64	Expansion Joints		Lin. Ft.	43	140-	6,020-			

OREGON STATE

HIGHWAY DIVISION

Section

Co

Sheet of

McKenzie River (Armitage) Bridge

LANE

5⁰¹ 5

Kind of Work

Length

Date _____

Name _____

Grading, Paving, Structure

0.31 mi.

5-27-83

Brichet

[illegible]

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO.

RS-A465(2)

LETTER OF APPROVAL AND/OR AUTHORIZATION

2. STATE PROJECT NO.

See below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.

00029

2A. COUNTY NAME

Lane

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE

6/8/83

8. FEDERAL ROUTE NUMBER

Secondary A465

9. STATE ROUTE NUMBER

County Road

10. GENERAL LOCATION:

McKenzie River (Armitage) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION☐ ACQUISITION OF RIGHT-OF-WAY☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS☐ OTHER (Specify)

13. REMARKS

As requested in Mr. Potter's letter of 6/6/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of \$357,888 Federal Funds \$315,478 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6/8/83 that provisions of FHPM 7-5-1 have been complied with.

14. DATE

6/8/83

15. SIGNATURE OF APPROVING OFFICIAL



16. TITLE

for Division Administrator

RECEIVED
STATE HWY ENGR

JUN 14 '83

REFER TO

Potter

FOR

Info	Inves	R/D	D/R	Sign	Act	File

lane county



June 6, 1983

ENC. CONTACTS and

ENCLOSURES No. 2 0

Jack Ayres
Region Federal Aid Specialist
Oregon Highway Division
P.O. Box 1128
Roseburg, OR 97470

RE: Armitage Bridge
Consultant Agreement for Construction Engineering

Dear Jack:

Enclosed for signature are three copies of the Construction Engineering
Consultant Agreement for Armitage Bridge.

Upon signature by State please retain one copy for your files and return
two (2) fully executed copies of the agreement to this office.

Very truly yours,

John E. Goodson
Acting Public Works Director

JEG:v

Enclosures (3)

Sent to: 6/7/83

Mainor Holmes ✓

ENCLOSURE SECTION
MANAGER PROJECT UNIT 9

MAIL ROOM PROJECT UNIT
FILE TO
FOR

FINAL 4(f) EVALUATION

McKENZIE RIVER BRIDGE (ARMITAGE)

FAS-A465, COBURG ROAD
LANE COUNTY, OREGON

ARMITAGE RAILROAD BRIDGE



FEDERAL HIGHWAY ADMINISTRATION
AND
OREGON DEPARTMENT OF TRANSPORTATION

4(f) Determination
Oregon Project RS-A465(2)
Armitage Railroad Bridge
(McKenzie River Bridge)
Coburg River Road-Lane County, Oregon

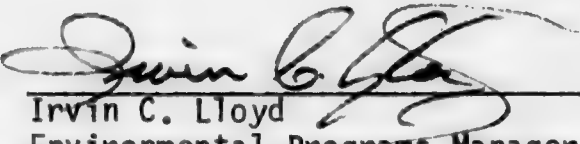
The Oregon Department of Transportation propose to replace the existing Coburg River Road two-span steel truss McKenzie River Bridge with a prestressed concrete or steel structure. The new structure will be on the existing alignment. Since a detour bridge will be required during construction, it is proposed to utilize the adjacent abandoned historic Armitage Railroad Bridge.

The State Historic Preservation Officer has determined that this concept will have "no effect" on the historic qualities of the Armitage Bridge. The key step to minimize harm to the structure after it has been utilized for detour purposes is to designate it as a part of the Lane County Trail and pedestrian system which will provide the necessary required maintenance needed to preserve the bridge.

Based on the proposed mitigation and other data within the 4(f) evaluation, I have determined that there are no other feasible and prudent alternatives. Necessary steps are proposed to minimize harm.

Date

May 31, 1983


Irvin C. Lloyd

Environmental Programs Manager
Federal Highway Administration
Region 10

Final 4(f) Evaluation

McKenzie River (Armitage) Bridge
FAS-A465, Coburg Road
Lane County, Oregon

Federal Highway Administration
and
Oregon Department of Transportation

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Avoidance Alternatives and Their Impacts	7
Measures to Minimize Harm	9
Coordination with Appropriate Agencies	9
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2	Bicycle/Pedestrian Park Access	3
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1	View of Armitage Railroad Bridge and McKenzie River Bridge looking east	4
2	View from Armitage State Park shows visual relationship of the two bridges	4
3	View of railroad bridge looking north	4
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Final Section 4(f) Evaluation
McKenzie River (Armitage) Bridge
FAS-A465, Coburg Road
Lane County

Proposed Action

The proposed project is the replacement of the McKenzie River (Armitage) Bridge located at Milepost 4.87 on Coburg Road, FAS-A465, in Lane County. (See Figure 1, Vicinity Map.) The proposed bridge will cross the McKenzie River at approximately the same location as the existing bridge, adjacent to Armitage State Park. This alternative is preferred because it allows the existing bridge to be replaced without a major shift of the Coburg Road approaches.

The new bridge will replace the existing two-span steel truss structure built in the 1930's. The replacement bridge will use the existing roadway alignment, with slight modifications, and will be about 43 feet in width and 534 feet in length. It will be a two-span, prestressed concrete or steel structure. The typical section for the highway bridge will include two 12-foot travel lanes, with two 5-foot paved shoulders, which will match the planned upgrading of Coburg Road. The project is estimated to cost about \$1,500,000-\$1,600,000.*

Since the preferred bridge replacement alternative is to replace the existing bridge at its present location, traffic will have to be detoured during construction. A detour using the existing road network would require

* Does not include engineering, foundation investigation, and other incidental costs.

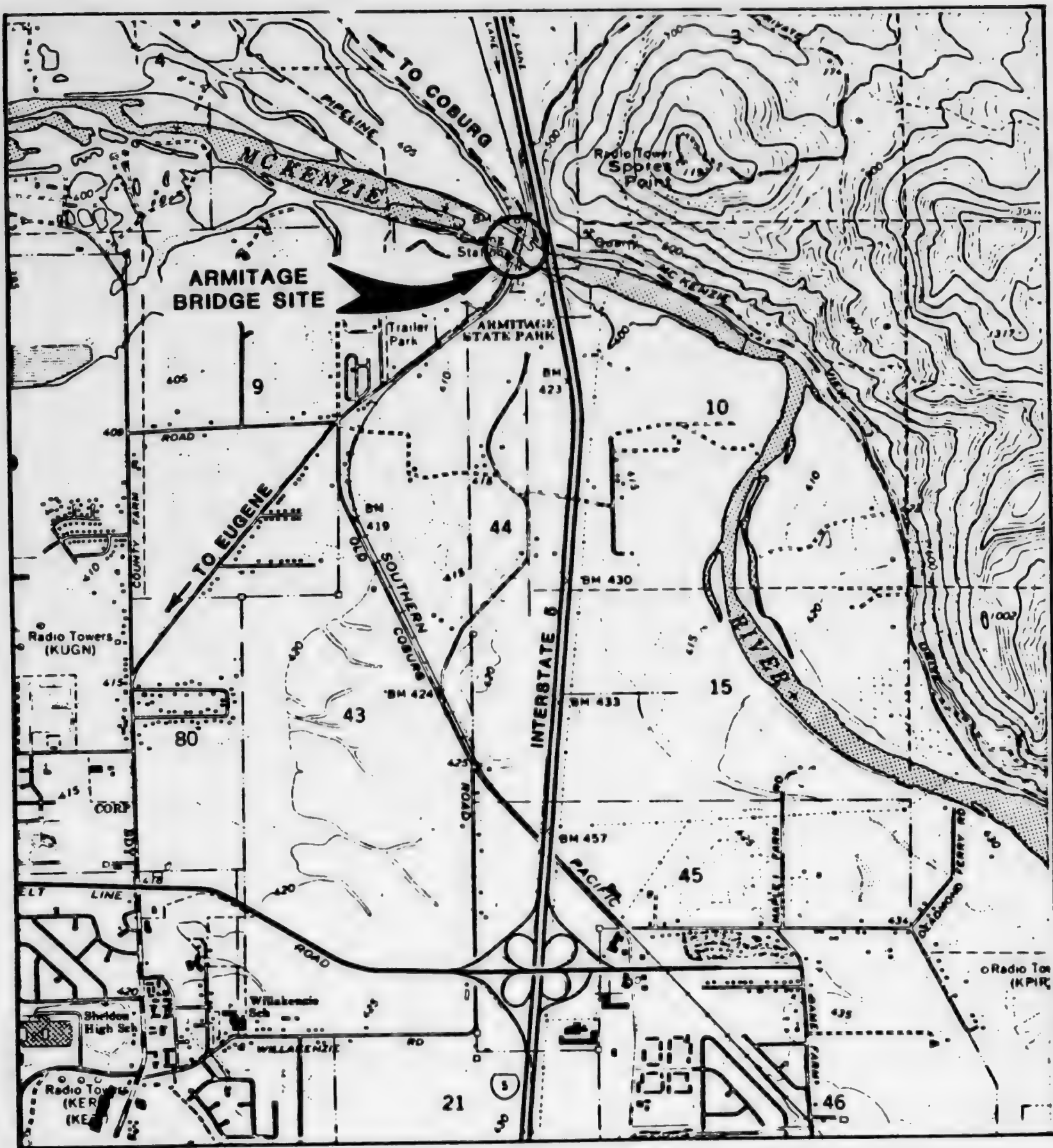


FIGURE 1

Vicinity Map



QUADRANGLE LOCATION

traffic to travel at least 2.8 miles out of direction.* To alleviate this inconvenience, Lane County will utilize the adjacent Armitage Railroad Bridge** as a detour. This bridge is listed on the National Register of Historic Places. Preparation of the railroad bridge for use as a detour facility will cost about \$107,000 and will involve paving the deck to provide a 12-foot travel lane to be used for one-way traffic. It is for this project element that this Section 4(f) Evaluation has been prepared.

Bicycle traffic will be allowed during construction over the railroad bridge if it can be safely accommodated. No pedestrian traffic will be allowed during the construction period, which is expected to last at least one construction season.

The purpose of the proposed project is two-fold: it is part of an overall county plan to upgrade the county road system, and it is intended to correct a hazardous location created by a restricted bridge width. The existing bridge structure (19 feet wide) is an old, narrow steel truss structure, which has been identified as having inadequate load bearing capacity, and as being unable to safely handle current traffic volumes. The new structure will be of sufficient width and weight capacity for current and expected traffic. The existing bridge was designed for H-15 loading. The proposed bridge is designed for HS-20 loading in accordance with the current Standard Specifications for Highway Bridges published by the American Association of State Highway and Transportation Officials (AASHTO).

* This calculation was measured round trip from Coburg to the Coburg Road and Beltline intersection. From locations near the bridge, this figure would approximate 6 miles.

**Also known as the O.R.&N. Company Bridge, the John Day Bridge, and the Coburg Bridge.

The improved facility will result in increased traffic safety. Existing accident data points to safety problems of the existing structure. Since 1971, there have been at least five reported motor vehicle accidents (one of them fatal) on the existing bridge.

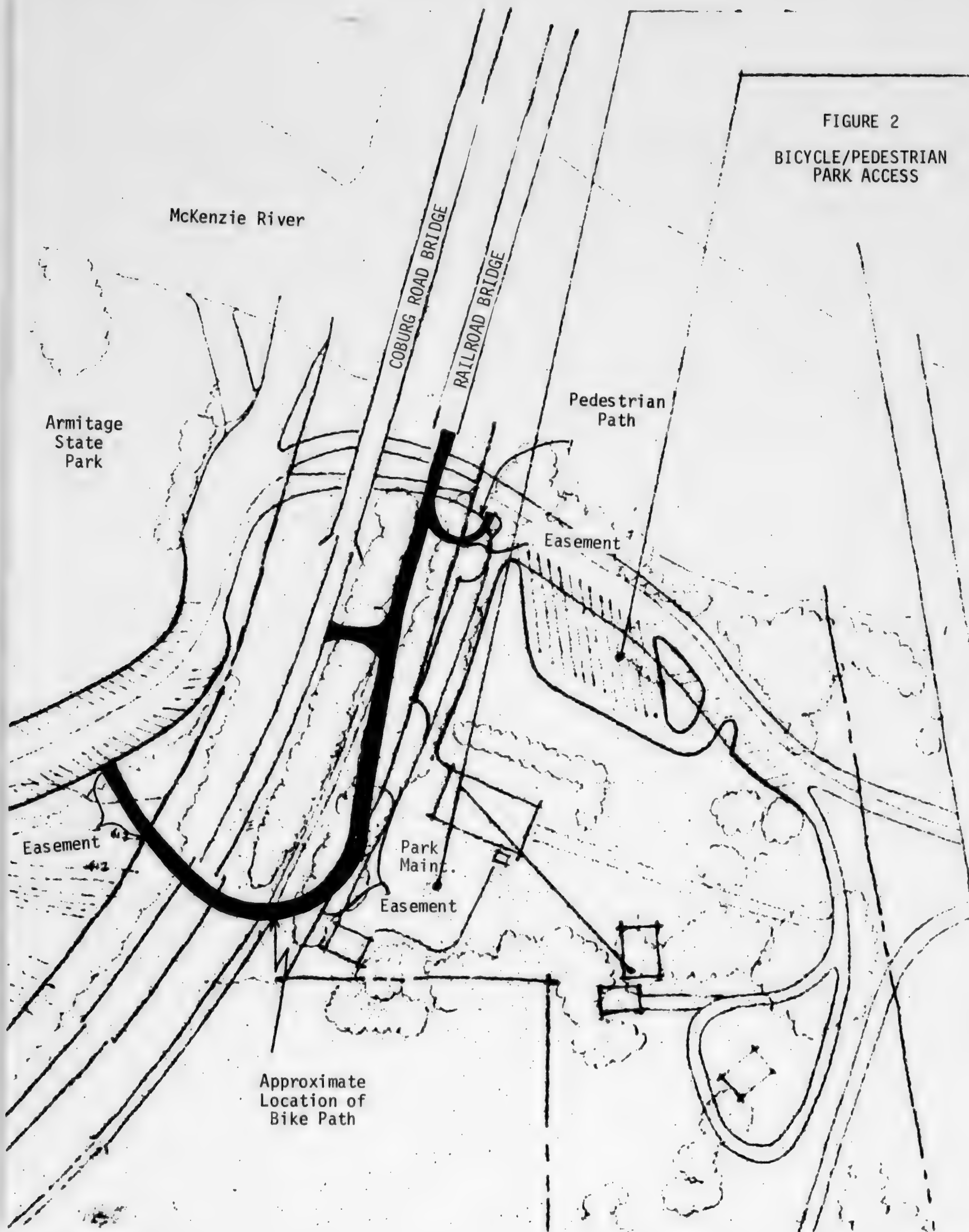
After construction of the new highway bridge, the utilization of the railroad bridge as a bicycle and pedestrian facility will actually enhance the historical value of the bridge. (See "Impacts on the Resource.") Access to the adjacent Armitage State Park for pedestrians and bicyclists will also be improved. A 4-foot wide pedestrian path to the park will be constructed immediately adjacent to the south end of the railroad bridge. In addition, a new bicycle access to the park is being planned (Figure 2). These elements of the project have been included under the June 7, 1977 Federal Highway Administration Final Negative Declaration Section 4(f) Determination for Independent Bikepaths.

Description of Section 4(f) Resource

The Armitage Railroad Bridge is listed on the Statewide Inventory of Historic Sites and Buildings, and was listed on the National Register of Historic Places on March 13, 1980. It achieves significance as a rare survival of truss bridge construction. (See photos, plates.) The particular type of construction, the double-intersection Pratt through truss, is noteworthy as it was used in the first all-iron truss bridge ever constructed.

That bridge pioneered the use of iron and later steel in truss bridge design and construction. The pin-connected truss designs, of which there were several, quickly began to replace the earlier composition, lattice and girder structures, in the 1870's. The new designs were to enjoy popularity over the following seventy years.

FIGURE 2
BICYCLE/PEDESTRIAN
PARK ACCESS



The success of the design was primarily due to three significant features: 1) the design reduced material and the number of members to a minimum necessary to carry the load, 2) manufacture and erection were greatly facilitated through the standardization of parts and assembly, and 3) the life of the structure was increased while maintenance costs were reduced as a result of the use of iron. These three factors strongly reflect the ideals of industrialization during the Progressive Era in American history. The Armitage Railroad Bridge is one of the few remaining bridges of that era in the Pacific Northwest.

The overall form of the Armitage Railroad Bridge is that of a long trapezoid. (See attached photos.) The bridge, constructed of rolled iron members, is riveted and pin-connected throughout. The bridge has a single clear span of 405 feet. The large trapezoidal truss consists of 16 panels, each 25 feet in length. The overall breadth measures 25 feet and its height measures 44 feet from the top of the rails to the top of the superstructure. The railroad clearances measure 16 feet 8 inches horizontally and 18 feet 7 inches vertically. The entire structure rests on concrete supports. At the eastern bank are two iron-clad large rectangular concrete abutments.

The bridge has been painted the standard railroad black in past years. It has not been painted in many years, and the paint has deteriorated on most surfaces and only remains in areas of the bridge protected from the weather. The overall appearance is rusty, but since the bridge is constructed of wrought iron, the rust has stabilized.



Photo 1: View of Armitage Railroad Bridge & McKenzie River Bridge looking east.



Photo 2: View from Armitage State Park shows visual relationship of the two bridges.

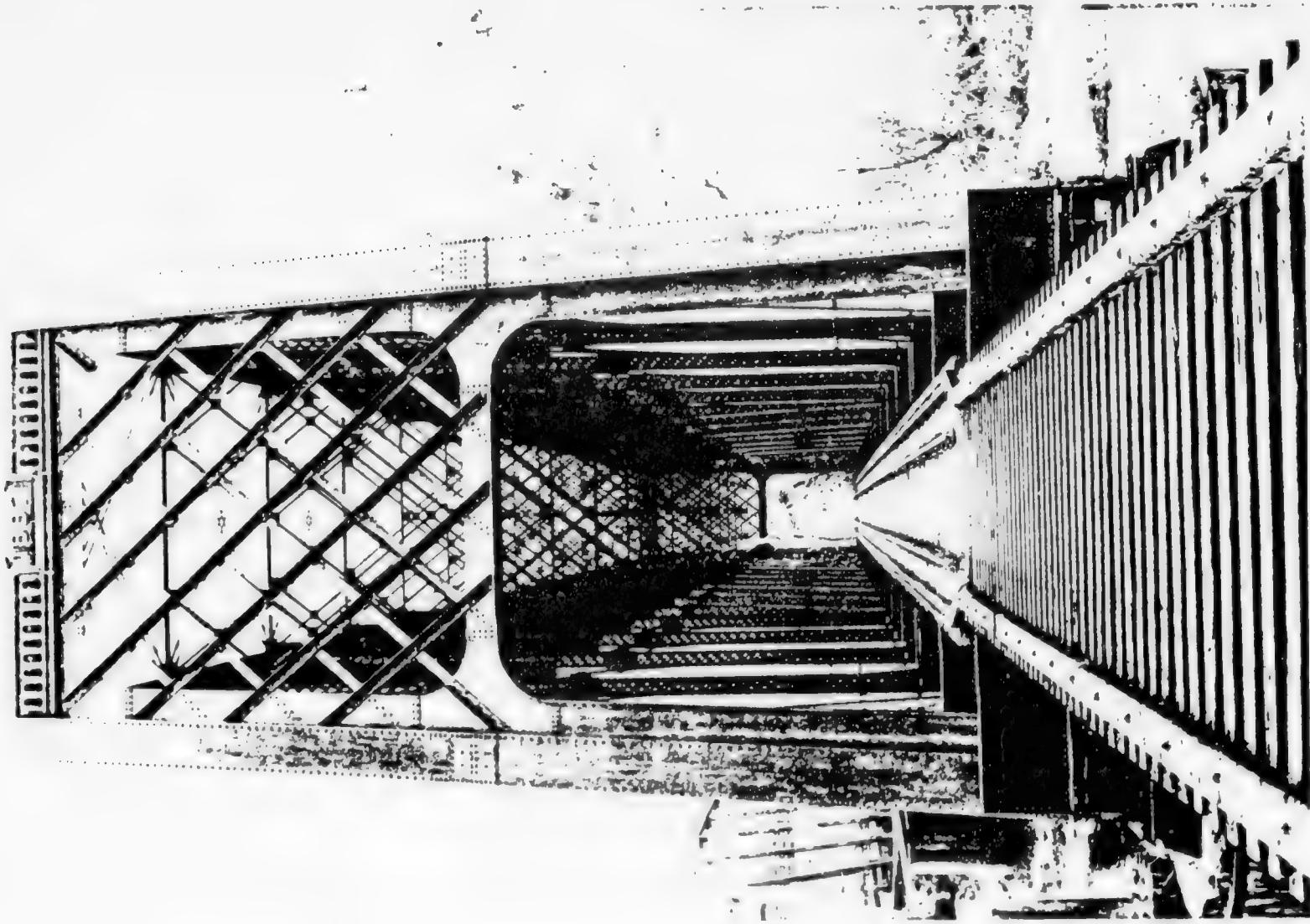


Photo 3: View of railroad bridge looking north.

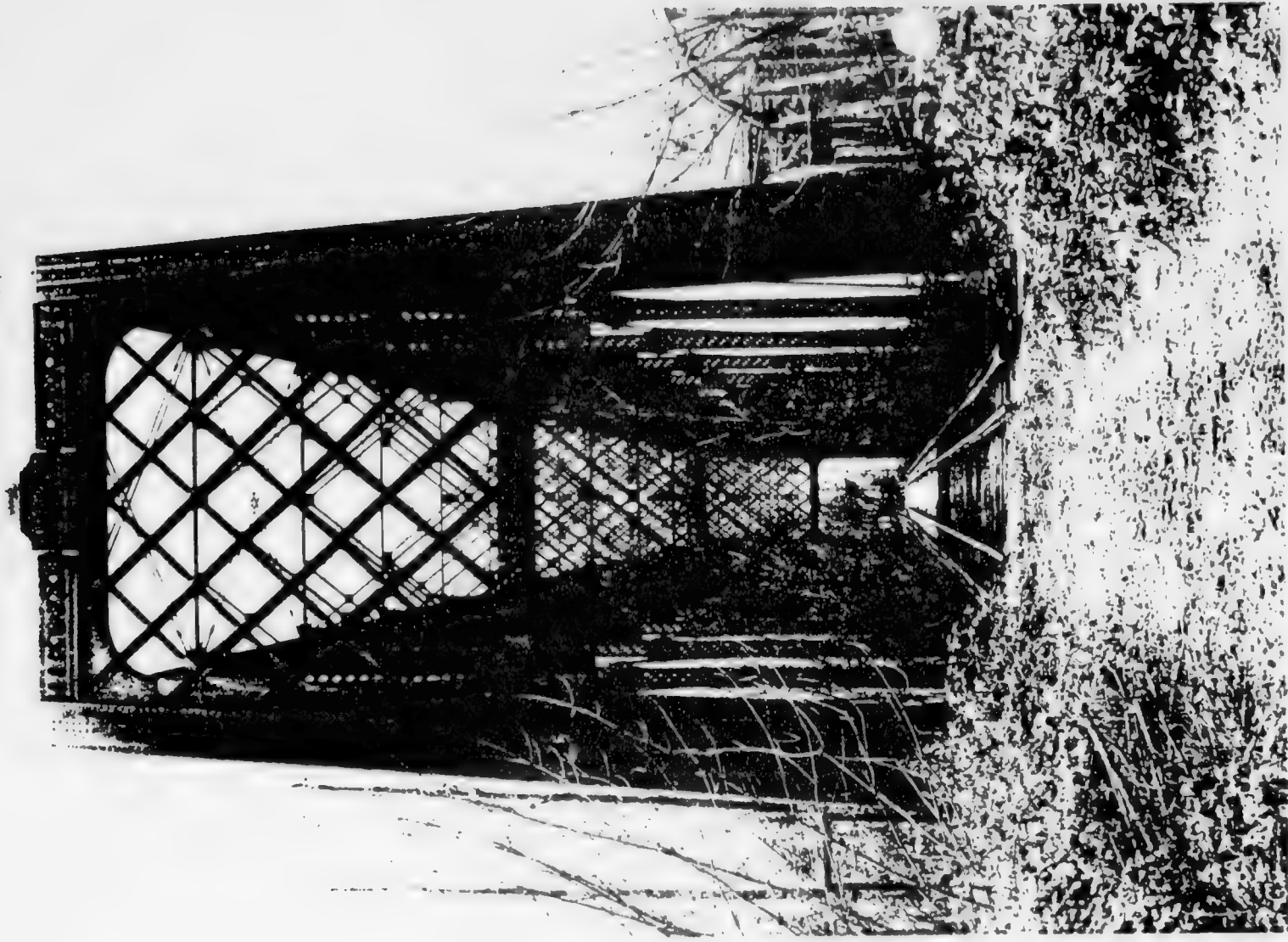


Photo 4: View of railroad bridge looking south.

The iron Armitage Railroad Bridge has served that crossing of the McKenzie for 75 years, having been moved to its current location from its original location on the John Day River in 1907. The area retains much of its original rural and agricultural character. Armitage State Park, which bounds the western edge of the property, contributes greatly to the maintenance of the character.

In December of 1979 the Southern Pacific Transportation Company advertised for bids to remove and salvage approximately nine miles of abandoned railroad facilities including this steel truss span. Due to its historical significance, and through the efforts of State and local historic societies and the Lane County Board of Commissioners, the bridge was deleted from the removal contract and was purchased Lane County.

Engineering consultants inspected the bridge in 1981 and stated that it was in quite good condition with no measurable deterioration of the truss members. Due to the sound condition and structural adequacy of the bridge, it was considered practical to utilize it to carry signalized one-way detour traffic during construction of the new highway bridge.

Currently, the railroad bridge is abandoned, has been fenced off, and is signed hazardous. Therefore, there are no activities currently associated with the historic structure.

Impacts on the Resource

Impacts to the Armitage Railroad Bridge which will result from this project are considered positive effects to the historic resource. The project results in the upgrading and the maintenance and retention of the railroad bridge.

The primary physical effects will be the construction of a 12-foot wide overlay deck with protective railings on the railroad bridge. The deck will be surfaced with asphaltic concrete and will be added inside the truss. This adaptation will not require structural alteration, and will not obscure the truss or any of the primary construction features from view. After serving as a detour facility during the construction period, the railroad bridge will be utilized for bicycle and pedestrian traffic.

In that the Armitage Railroad Bridge is abandoned, the utilization of the bridge for recreation purposes will promote retention of this historic resource, because Lane County will maintain the structure. The State Historic Preservation Office (SHPO) supports this concept, and has concurred that this project will have "no effect" on the qualities which made the bridge eligible for listing in the National Register.

Another positive impact to the railroad bridge will occur as a result of the replacement of the McKenzie River Bridge. The new bridge will be a modern slab span. Its low profile design will make the railroad bridge the prominent structure in the area, enhancing its visibility. Currently, the highway bridge vies with and detracts from the view of the railroad bridge. Also, the view of the park and the river from the railroad bridge by pedestrian and bicyclists will be enhanced by the proposed replacement of the McKenzie River Bridge.

The proposed bridge replacement will close the side clearance between the bridges to approximately 13 feet. The current distance is about 30 feet. This decreased distance will not affect the overall appearance of the historic structure.

Avoidance Alternatives and Their Impacts

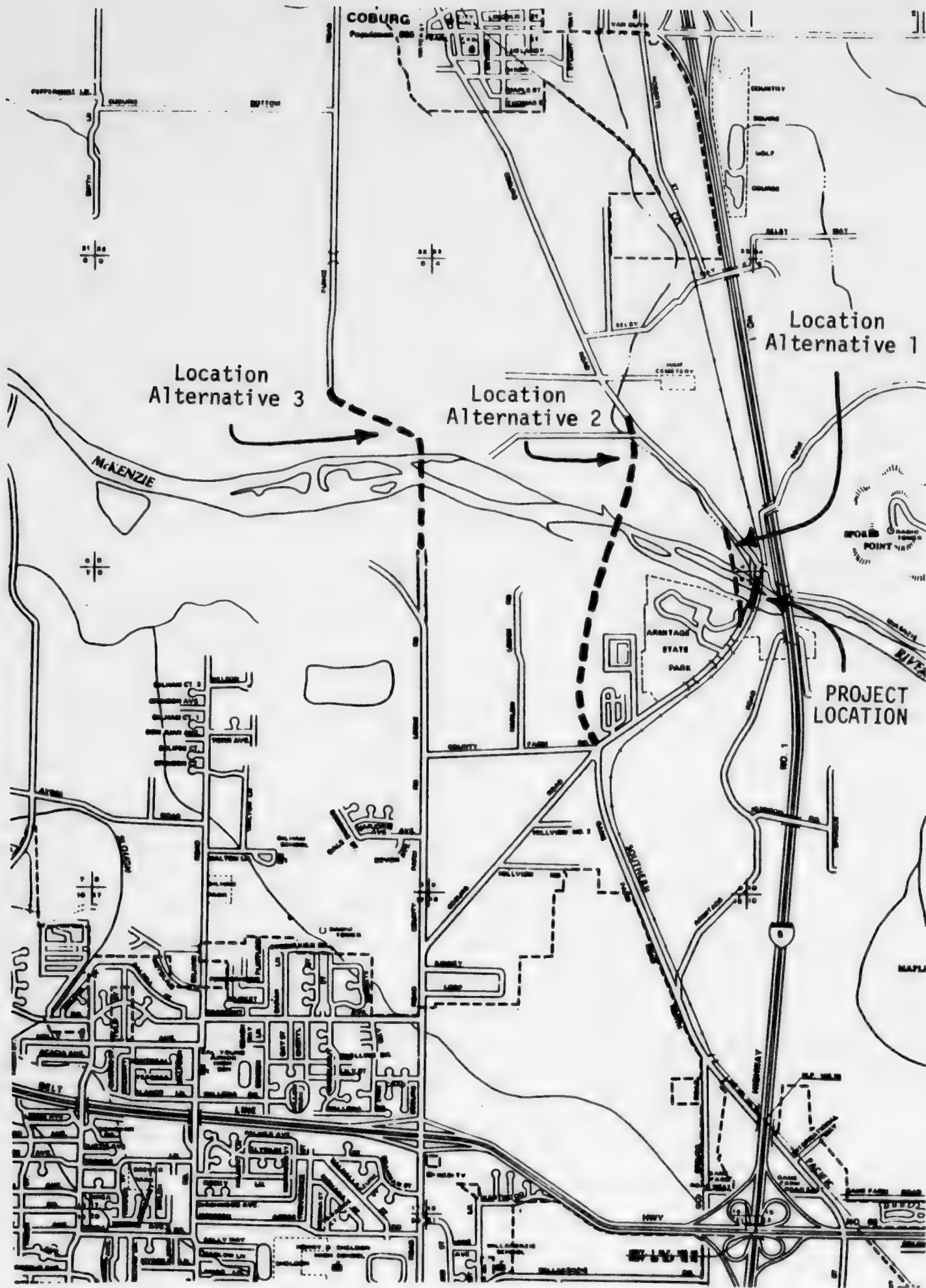
A number of alternate routes and crossing locations have been studied by the Lane County Department of Public Works. These alternatives would not have required the use of the historic Armitage Railroad Bridge, and would have avoided bridge closure or detour provisions during construction. These alternatives were rejected for the reasons discussed below.

Location alternatives immediately east of the project were restricted by the abandoned railroad bridge (located about 30 feet east of and upstream from the highway bridge). Also, the nearby Interstate freeway and bridge crossing served to eliminate locations further east from consideration as project sites.

Three location alternatives were considered downstream (west) of the present crossing. One alignment, (Alternative 1 in Figure 3) was dismissed because it would have required the acquisition of some Armitage State Park property. Two other alternatives farther west were considered. One alignment (Alternative 2) would have crossed the McKenzie River by realigning Coburg Road to connect more directly with the County Farm Road intersection 0.5 miles south of the current crossing. Still farther west, Locke Road (from the south) would have been extended to connect to Clarke Road (from the north).

One of the disadvantages of either of these alternative locations is that they would have bypassed Armitage Park, resulting in poor access to the park. Also, either alternative would have entailed major road construction, as well as requiring the crossing of the McKenzie River at a wider reach. In addition, both alignments involved land use alterations, requiring land currently zoned for Exclusive Farm Use. Floodplains and farmland would have been affected. Both Alternatives 2 and 3 would have changed the existing

FIGURE 3
LOCATION ALTERNATIVES



Coburg Road alignment, with secondary land use changes along the new route.

While these alternatives offered varying degrees of improvement over the existing alignment, their impact on the local environment and their high cost precluded further consideration, as long as the possibility of utilizing the present crossing site was available.

In addition to alternate alignments for the highway, a feasibility and cost study was done in 1981 to investigate several options for the preservation and/or disposition of the railroad bridge.* Six options were considered.

Four of the options (1, 1A, 2 and 2A) would have involved moving the railroad bridge. Option 1 would have moved the bridge 35 feet upstream, and Option 1A would have included recreational use provisions. Option 2 would have moved the bridge 800 feet south of the current location, and Option 2A would have included recreational use provisions. Option 3 would have removed and disposed of the bridge. Option 4 would leave the bridge in its present position and add recreational provisions. This is the preferred alternative.

According to the engineering study, the option considered most viable was to preserve the bridge in its present location and, with the addition of a suitable deck system, to utilize it as a recreational facility carrying bicycle and pedestrian traffic. It was this study which brought to light the possibility of utilizing the railroad bridge as a detour during construction of the new highway bridge. With further analysis, the railroad bridge was determined to be structurally adequate for county road traffic.

*OBEC Consulting Engineers. Feasibility and Cost Studies for the Preservation of Southern Pacific Railroad Bridge at Armitage Park. Lane County, Oregon. August 1981.

Measures to Minimize Harm

The State Historic Preservation Office has concurred that the project will have a positive effect on the railroad bridge. If there is no projected use for the bridge, it is considered to have virtually no future.

To minimize visual incongruity, chain-link fencing will be constructed and retained for safety purposes. A guard rail will be added for use while the bridge functions as a detour, and will be removed after the project is completed. The retention of the chain link fencing, and the short term use of the guard rail, are acceptable to SHPO.

Also, the project will involve construction of only one lane on the railroad bridge, thereby minimizing alteration to the structure. After the construction period, the railroad bridge's use as a pedestrian and bikeway bridge will result in minimal wear on the structure.

Coordination with Appropriate Agencies

Copies of the preliminary project plans were sent to the State Historic Preservation Office. In response, SHPO indicated support for the concept. Specifically, SHPO stated that "Lane County's long-range plan for maintenance of the railroad bridge for recreation purposes is a commendable use of the resource. Because the adaptation would not require structural alteration and would not obscure the truss or any of the primary construction features from view, we would concur in a finding of 'no effect' for this portion of the project."

The Oregon State Parks and Recreation Division was contacted in regard to the biketrail and access to Armitage State Park. The Parks and Recreation Division stated that the proposed project will be of benefit to Armitage Park, and recommended that the county also construct either a 4-foot wide graveled trail or a stairway connection to the park at the end of the railroad bridge. The trail has been incorporated into the project.

The United States Coast Guard was contacted, and indicated that a 4(f) Statement would be required due to the use of the railroad bridge for detour purposes.

The draft 4(f) evaluation for this project was sent to the Headquarters Office of the Department of Interior for their review. They concurred with the draft 4(f) findings, and had no objection to 4(f) approval of this project. The Department of Interior indicated that the U. S. Fish and Wildlife Service would likely recommend that the U. S. Army Corps of Engineers, when issuing a permit, require features to reduce turbidity and sedimentation during project construction to avoid adverse impacts to aquatic resources located downstream. Such features will be incorporated into the project as required. The Department of Interior's letter of response is included in the appendix to this document.

The Oregon Department of Fish and Wildlife responded to this project through the A-95 review process and requested that the public boat launch access on the north bank of the river be retained after the bridge work has been completed. No changes are anticipated, and the boat launch will be retained.

The Oregon Division of State Lands responded to the draft 4(f)

evaluation through the A-95 review process. They encouraged early application for state fill or removal permits if required. A state fill/removal permit has been obtained for the project.

Conclusion

Based upon the above considerations, it is determined that there is no feasible or prudent alternative to the use of the Armitage Railroad Bridge during the construction of the McKenzie River Bridge. In fact, this project is considered to preserve the historic structure. The proposed action includes all possible planning to minimize harm to the Armitage Railroad Bridge resulting from such use.

Appendix

Formal Coordination Comments



Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Division

525 TRADE STREET S.E. SALEM, OREGON 97310

X-6-10-12-1982

Handwritten signature/initials

February 12, 1982

On Request, Return
File No.

MR. VERN GUNDERSON
DESIGN ENGINEER
LANE COUNTY DEPT. OF PUBLIC WORKS
3040 DELTA HIGHWAY NORTH
EUGENE, OR 97401

Dear Mr. Gunderson:

Thank you very much for providing copies of your preliminary plans and inviting our opinion of the effect of proposed replacement of Armitage Bridge on Coburg Road upon the Oregon Railway and Navigation Company Bridge, a property entered into the National Register of Historic Places on March 13, 1980. Both bridges in question span the McKenzie River near Coburg in Lane County, Oregon.

The existing steel truss highway bridge scheduled for replacement lies some 30 feet downstream, or westerly of the O.R. & N. Co. Bridge. The proposed deck span replacement would use existing roadway alignment but would be widened to accommodate a 40 foot roadway. The replacement, therefore, would close the side clearance between the bridges to approximately 13 feet. In our opinion, this portion of the project will have "no effect" upon qualities which made the O.R. & N. Co. Bridge eligible for listing in the National Register or upon other known Register-eligible properties.

Construction of new footings and approaches for the replacement will require some ground disturbance, however. To fully comply with federal regulations governing the protection of historic and cultural resources set forth in 36CFR Part 800 in support of Section 106 of the National Historic Preservation Act, we recommend a reconnaissance at the appropriate time to determine whether or not historic or prehistoric archaeological values would be disturbed. If, through a literature search and a field survey by an accredited archaeologist, it is determined unlikely that archeological values are present in the project area, we would concur in a finding of "no effect" for the entire replacement construction portion of the project.

The second portion of the proposed project involves the National Register property, the O.R. & N. Co. Bridge of circa 1887. Railings

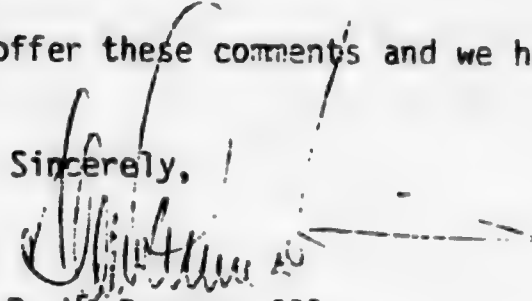
and an overlay deck surfaced with asphaltic concrete would be added inside the truss so that the railroad bridge could serve detour traffic during the construction period and, thereafter, bicycle and pedestrian traffic. We believe Lane County's long-range plan for maintenance of the railroad bridge for recreation purposes is a commendable use of the resource. Because the adaptation would not require structural alteration and would not obscure the truss or any of the primary construction features from view, we would concur in a finding of "no effect" for this portion of the project also.

In discussing the project recently with Lewis L. McArthur, former member of our State Advisory Committee on Historic Preservation, we were impressed by Mr. McArthur's thoughts on the design of the railroad bridge railing. We pass along his comments to you here because we believe they merit some consideration.

Railings of pales or pickets were not used on bridges in the historic period represented by the O.R. & N. Co. Bridge. They are expensive to maintain and the possibility of objects tangling in palings is a hazard. For that reason, spaced horizontal planks were more typical for early-day vehicle spans. If horizontal plank railings are considered hazardous for this adaptive use because they can be climbed by youngsters, it might be possible to use an economical and relatively secure combination of 5-foot high chain-link fencing with a single horizontal plank rail on the inside placed at a height that does not interfere with a cyclist's eye-level view from the bridge.

We appreciate the opportunity to offer these comments and we hope that they will be helpful.

Sincerely,


D. W. Powers, III
Deputy SHPO

DWP/EWP:md

cc: Pieter Dykman w/encl.
Lewis L. McArthur
Glenn Mason



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

In Reply Refer To:
ER 83/446

MAY 10 1983

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, Oregon 97301

Dear Mr. Wilken:

This is in response to the request for the Department of the Interior's comments on the draft Section 4(f) evaluation for McKenzie River Bridge (Armitage Bridge on FAS-A465, Coburg Road), Lane County, Oregon.

SECTION 4(f) EVALUATION COMMENTS

We concur that there is no feasible and prudent alternative to the use of the McKenzie River Bridge. We also concur that all possible planning to minimize harm will be undertaken, as indicated on page 9 of the evaluation. We consider this action to be a model instance of the successful adaptive reuse of a National Register property. The described action will, in exchange for the temporary use of the structure as a detour for automobile traffic, result in the long-term maintenance and preservation of the bridge. Furthermore, its eventual use as a pedestrian/bicyclist access route to the adjacent state park will result in long-term recreational benefits to the public.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

Federal permits may be required from the U. S. Army Corps of Engineers to conduct fill activities for project construction. In reviewing the application(s) for such permit(s), unless the activities fall under general or nationwide permits, the U. S. Fish and Wildlife Service (FWS) may concur, with or without stipulations, or object to the proposed work, depending on project effects on fish and wildlife resources which may be identified and evident at that time. Based on the FWS's knowledge of the project area, it does not appear that the project, as proposed, would adversely impact fish and wildlife resources. However, the FWS would likely recommend that the U. S. Army Corps of Engineers, when issuing a permit, require features to reduce turbidity and sedimentation during project construction to avoid adverse impacts to aquatic resources located downstream.

Mr. Dale E. Wilken

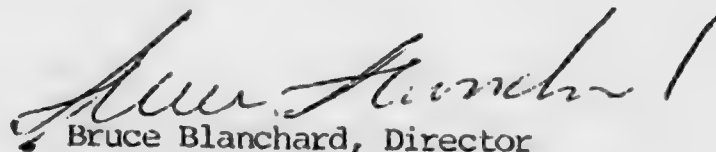
2

SUMMARY COMMENTS

The Department of the Interior has no objection to Section 4(f) approval of this project.

We appreciate the opportunity to provide these comments.

Sincerely



Bruce Blanchard, Director
Environmental Project Review

cc: Mr. Campbell M. Gilmour
Project Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Oregon Dept. of Transportation - Highway Division

PROJECT TITLE: McKenzie River Bridge

PNRS #: OR830406-015-2

DATE: May 10, 1983

The State Clearinghouse has received additional comments from
Fish & Wildlife

subsequent to our conclusion letter of May 4, 1983

please see copy (ies) attached for your attention.

Additional Clearinghouse comments:

- (X) Please consider this letter and enclosure(s) an addendum to our previous letter.
- (X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.



OREGON PROJECT NOTIFICATION / REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division

155 Cottage ST NE Salem, Oregon

Phone: 378-3732 97310

ad. ben. lynn

MAY 1983

PNRS STATE REVIEW

Project #: OR 55 Return Date:

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has Adverse effects. (Explain in Remarks Section)
- ☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ☒ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency F. W.

PNRS #2

By Tony Faust
Phone Number 229-5679

PNRS 830406-015-2

ODFW requests that the public boat launch access on the north bank of the river be retained after the bridge work has been completed. If any changes to proposed project are anticipated with regard to this boat launch site, please contact local ODFW staff:

Jim Hutchison
ODFW District Biologist
3150 E Main St.
Springfield, OR 97477
726-3515

cc: Hutchison



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

CONCLUSIONS

APPLICANT: Ore. Dept. of Transportation - Highway Division

PROJECT TITLE: McKenzie River Bridge

DATE: May 4, 1983

The State has reviewed your project and reached the following conclusions:

- ☒ No significant conflict with the plans, policies or programs of state government have been identified.
- ☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- ☐ Potential conflicts with the plans and programs of state government:
 - ☐ may exist.
 - ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
 - ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 830406-015-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator



Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
APR 7 1983

DIVISION OF STATE LANDS

Project #: OR 55 Return Date: _____

PROGRAM REVIEW AND COMMENT

- () It has no adverse effect.
- () We have no comment.
- () Effects, although measurable, would be acceptable.
- () It has Adverse effects. (Explain in Remarks Section)
- () We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (X) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Agency *Landa*

By Wm. Parks

Phone Number 4-3005



7617
STATE OF OREGON

PRO 6

IN OFFICE MEMO

Highway Division - Region 3 440-3399

TO: Gary Potter, Manager
Program Section

ATTN: Mainor Holmes

DATE: May 27, 1983

FROM: Jack Ayres JA
Region Federal Aid Specialist

SUBJECT: P.E. Consultant Agreement
OBEC & Lane County
Armitage Bridge
Lane County

MISC. CONTRACTS and
AGREEMENTS No. 2550

Attached for O.S.H.D. concurrence are three copies of Supplemental Agreement No. 1 involving the Preliminary Engineering Consultant Agreement for Armitage Bridge reconstruction. This consultant agreement is between OBEC and Lane County and concerns a modification due to a change in the scope of work.

Please evaluate and return.

ja/cp
attach.

cc: W. Hart
D. Greene

PROGRAM SECTION
MAILER _____ PROJECT UNIT _____
MAY 31 1983
MAIL ASST. _____ PROGRAM UNIT _____
F.T.O. _____
FOR _____

843

lane county



May 24, 1983

Jack Ayres
Region Federal Aid Specialist
Oregon State Highway Division - Region 3
Roseburg, Oregon 97470

RE: McKenzie River (Armitage) Bridge Section
Coburg Road

Dear Jack:

Transmitted to you with this letter are preliminary copies of the engineer's quantity and cost estimates for the structures and grading portions of the subject project. Please note that the structures estimate reflects both steel and concrete alternates. Engineering expenses, contingencies and other related costs are not shown.

Very truly yours,

Christine F. Andersen
Acting County Engineer

CFA:ss

cc: Frank Terpin
Steve Macnab

RECEIVED

MAY 26 1983

LOCATION
SECTION

NOTED
F. L. TERPIN

ENGINEER'S ESTIMATE

5/10/83

McKENZIE RIVER (ARMITAGE) BRIDGE SECTION GRADING, PAVING, AND STRUCTURES

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE (In Figures)	TOTAL PRICE (In Figures)
<u>STRUCTURES</u>					
	Detour Structure	L.S.	All	Lump Sum	\$ <u>75,000</u>
	Removal of Existing Armitage Bridge	L.S.	All	Lump Sum	\$ <u>95,000</u>
<u>Armitage Bridge - Concrete Alternate "A"</u>					
	Shoring, Cribbing, Etc.	L.S.	All	Lump Sum	\$ <u>110,000</u>
	Structure Excavation	C.Y.	800	\$ <u>15.00</u>	\$ <u>12,000</u>
	Furnish Piledriving Equipment	L.S.	All	Lump Sum	\$ <u>13,250</u>
	Furnish HP 10x42 Steel Piling	L.F.	2207	\$ <u>12.50</u>	\$ <u>27,587.50</u>
	Drive Steel Piles	L.F.	2207	\$ <u>2.00</u>	\$ <u>4,414</u>
	Structural Concrete, Class 3300 (430 @ 240.00)	L.S.	All	Lump Sum	\$ <u>103,200</u>
	Structural Concrete, Class 4000 (1320 @ 270.00)	L.S.	All	Lump Sum	\$ <u>356,400</u>
	75-85' "I" Prestressed Beams	Each	20	\$ <u>9500</u>	\$ <u>190,000</u>
	Reinforcement (315,000 @ 0.32)	L.S.	All	Lump Sum	\$ <u>100,800</u>
	Prestressing Steel (99,100 @ 1.19)	L.S.	All	Lump Sum	\$ <u>99,110</u>
	Reinforced Concrete Bridge End Panels	S.Y.	186	\$ <u>65.00</u>	\$ <u>12,090</u>
	Bearing Devices, Bents 3 & 5	Each	10	\$ <u>500.00</u>	\$ <u>5,000</u>

McKENZIE RIV (ARMITAGE) BRIDGE SECTION
GRADING, PAVING AND STRUCTURES

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE (In Figures)	TOTAL PRICE (In Figures)
	Expansion Joints	L.F.	89	\$ <u>140⁰⁰</u>	\$ <u>12,460</u>
	Metal Bicycle Rail	L.F.	1078	\$ <u>22⁵⁰</u>	\$ <u>24,255</u>
	Guardrail Connection	Each	4	\$ <u>250⁰⁰</u>	\$ <u>1,000</u>
	Loose Riprap, Class 700	C.Y.	650	\$ <u>12⁵⁰</u>	\$ <u>8,125</u>
	Concrete Slope Paving	S.Y.	110	\$ <u>30⁰⁰</u>	\$ <u>3,300</u>

Armitage Bridge - Steel Alternate "B"

Shoring, Cribbing, etc.	L.S.	All	Lump Sum	\$ <u>70,000</u>
Structure Excavation	C.Y.	800	\$ <u>15⁰⁰</u>	\$ <u>12,000</u>
Furnish Piledriving Equipment	L.S.	All	Lump Sum	\$ <u>13,250</u>
Furnish HP 10x42 Steel Piling	L.F.	2125	\$ <u>12⁵⁰</u>	\$ <u>26,562⁵⁰</u>
Drive Steel Piles	L.F.	2125	\$ <u>2⁰⁰</u>	\$ <u>4,250</u>
Structural Concrete, Class 3300 (500 c 240 ⁰⁰)	L.S.	All	Lump Sum	\$ <u>120,000</u>
Structural Concrete, Class 4000 (785 c 250 ⁰⁰)	L.S.	All	Lump Sum	\$ <u>196,250</u>
Reinforcement (24% 000 c 72)	L.S.	All	Lump Sum	\$ <u>78,080</u>
Prestressing Steel (5200 c 2 1/2)	L.S.	All	Lump Sum	\$ <u>11,700</u>
Reinforced Concrete Bridge End Panels	S.Y.	186	\$ <u>65⁰⁰</u>	\$ <u>12,090</u>
Structural Steel	L.S.	All	Lump Sum	\$ <u>661,500</u>
Bearing Devices, Bent 3	Each	4	\$ <u>500⁰⁰</u>	\$ <u>2,000</u>
Expansion Joints	L.F.	43	\$ <u>140⁰⁰</u>	\$ <u>6,020</u>
Metal Bicycle Rail	L.F.	1078	\$ <u>22⁵⁰</u>	\$ <u>24,255</u>
Guardrail Connection	Each	4	\$ <u>250⁰⁰</u>	\$ <u>1,000</u>
Loose Riprap, Class 700	C.Y.	650	\$ <u>12⁵⁰</u>	\$ <u>8,125</u>
Concrete Slope Paving	S.Y.	110	\$ <u>30⁰⁰</u>	\$ <u>3,300</u>

McKENZIE RIVER (ARMITAGE) BRIDGE SECTION
GRADING, PAVING, AND STRUCTURES

Total Amount of Bid (Alternate "A")
(Items ___ thru ___ and ___ thru ___)

\$ 1,082,991.50

Total Amount of Bid (Alternate "B")
(Items ___ thru ___ and ___ thru ___)

\$ 1,250,382.50

STRUCTURES (TOTAL)

Detour Structure --- 75,000

Remove Extg. Br. --- 95,000

Mobilization (7½%) --- 12,750

Total --- \$ 182,750

CONCRETE ALTERNATE ("A")

Mobilization @ 9% ± --- \$ 27,468.50

TOTAL ALT. "A" --- \$ 1,363,210

STEEL ALTERNATE ("B")

Mobilization @ 7½% ± --- \$ 93,777.50

TOTAL ALT. "B" --- \$ 1,526,910

15 2 6 9 1

7 3 1

2 9 2

1 2 1 7

McKenzie River (Armitage) Br. Sec.
Coburg Road

FAS 1-465

PRELIMINARY QUANTITY
AND COST ESTIMATE 5/5/87

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE (In Figures)	TOTAL PRICE (In Figures)
1.	Mobilization	Lump Sum	All	Lump Sum	\$ <u>75,000</u>
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	\$ <u>10,000</u>
3.	Temporary Signs.....	Sq. Ft.	270	\$ <u>7 -</u>	\$ <u>1,890</u>
4.	Temporary Barricades, Type II.....	Each	20	\$ <u>50 -</u>	\$ <u>1,000</u>
5.	Temporary Barricades, Type III.....	Each	4	\$ <u>100</u>	\$ <u>400</u>
6.	Temporary Guard Rail, Type 2, Lighted.....	Lin. Ft.	875	\$ <u>10 -</u>	\$ <u>8,750</u>
7.	Temporary Continuous Rail Traffic Barrier, Lighted.....	Lin. Ft.	150	\$ <u>8 -</u>	\$ <u>1,200</u>
8.	Temporary Traffic Signal Installation.....	Lump Sum	All	Lump Sum	\$ <u>18,000</u>
9.	Flagmen	Hr.	430	\$ <u>23 -</u>	\$ <u>9,890</u>
<u>ROADWORK</u>					
10.	Clearing and Grubbing.....	Lump Sum	All	Lump Sum	\$ <u>7,000</u>
11.	Removal of Structures and (NOT INCL. BRIDGE) Obstructions.....	Lump Sum	All	Lump Sum	\$ <u>3,000</u>
12.	Embankment in Place.....	Cu. Yd.	4500	\$ <u>3 -</u>	\$ <u>13,500</u>
13.	Trench Excavation.....	Cu. Yd.	20	\$ <u>15 -</u>	\$ <u>300</u>
14.	Finishing Roadbed and Slopes.....	Lump Sum	All	Lump Sum	\$ <u>5,000</u>
15.	Obliteration of Roadway.....	Sq. Yd.	300	\$ <u>150</u>	\$ <u>450</u>
16.	Watering	M-Gal.	190	\$ <u>14 -</u>	\$ <u>2,660</u>
17.	3/4"-0 Aggregate Base.....	Ton	1900	\$ <u>6.50</u>	\$ <u>12,350</u>
18.	1 1/2"-0 Aggregate Base.....	Ton	8000	\$ <u>6.50</u>	\$ <u>52,000</u>
19.	Class "B" or "C" Asphalt Concrete	Ton	2000	\$ <u>26 -</u>	\$ <u>52,000</u>
20.	18-inch Culvert Pipe	Lin. Ft.	64	\$ <u>15 -</u>	\$ <u>960</u>
21.	12-inch Culvert Pipe	Lin. Ft.	140	\$ <u>12 -</u>	\$ <u>1,680</u>
22.	Guard Rail, Type 2A.....	Lin. Ft.	688	\$ <u>13 -</u>	\$ <u>8,944</u>
23.	Guard Rail, Type 3.....	Lin. Ft.	100	\$ <u>25 -</u>	\$ <u>2,500</u>
24.	Guard Rail Anchor, Type 1	Each	3	\$ <u>300</u>	\$ <u>900</u>

McKenzie River (Armitage) Br. Sec.
Coburg Road

FRS A-465

PRELIMINARY QUANTITY
AND COST ESTIMATE

5/5/83

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE (In Figures)	TOTAL PRICE (In Figures)
25.	Rail End Pieces, Type C	Each	3	\$ 200	\$ 600
26.	48-inch Chain Link Fence	Lin. Ft.	100	\$ 15	\$ 1,500
27.	Seed in Place (Roadside Seeding and Mulching).....	Lb.	40	\$ 4	\$ 160
28.	Fertilizer in Place	Lb.	400	\$ 1	\$ 400
29.	Mailbox Posts.....		3	\$ 100	\$ 300
30.	Raised Pavement Markers, Type 1A . . .	Each	110	4	440

TOTAL AMOUNT OF BID
(GRADING & PAVING)

\$ 292,774

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 520

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-A465(2) Prefix 520-1958

Project Name McKenzie River (Armitage) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

- ☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

- ☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

- ☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

- b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

RIGHT OF WAY ADMINISTRATION					
RECEIVED					
JUN - 9 1983					
AM	ADM	NBR	CA	LS	
AS	CE	OS	TA	RUC	
1	2	3	4	5	6

C. Utilities

- ☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 19th day of May, 1983
County of LANE

Margaret M. Mahoney
County Administrator (I)

Certified By:

Desiree M. M. 6-8-83
Regional Right-of-Way Supervisor
Date 6-8-83

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

RECEIVED AS TO FORM	
DATE	<u>5-17-83</u>
<u>Jessie Webb</u>	
OFFICE OF LEGAL COUNSEL	

PROGRAM SECTION

MANAGER _____ PROJECT UNIT _____

JUN 1 1983

MAIL ASSIST. _____ PROGRAM UNIT _____

REFER TO _____

FOR _____



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

ENVIRONMENTAL SECTI
May 11, 1983

STATE A-95 REVIEW ADDENDUM

APPLICANT: Oregon Dept. of Transportation - Highway Division

PROJECT TITLE: McKenzie River Bridge

PNRS #: OR830406-015-2

DATE: May 10, 1983

cc: E. S. Hunter
G. A. Potter
J. H. Versteeg
F. E. Terpin
W. J. Hart
Jim Gix
Larry Asburry
Gerald Parker
D. E. Wilken
C. Andersen

The State Clearinghouse has received additional comments from
Fish & Wildlife

subsequent to our conclusion letter of May 4, 1983

please see copy (ies) attached for your attention.

Additional Clearinghouse comments:

- (X) Please consider this letter and enclosure(s) an addendum to our previous letter.
- (X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

PNRS #7

RECEIVED TECHNICAL SERVICES	MAY 12 '83	REFER TO	FOR	Info
				Invail
				R/D
				D/R
				Sign
				Act



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division

155 Cottage ST NE Salem, Oregon 97310

Phone: 378-3732 97310

addendum

MAY 1983

PNRS STATE REVIEW

Project #: OR 55-111-2 Return Date: 5/21/83

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- () It has no adverse effect.
- () We have no comment.
- () Effects, although measurable, would be acceptable.
- () It has Adverse effects. (Explain in Remarks Section)
- () We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency F&W

PNRS #2

By Tony Faust

Phone Number 229-5679

PNRS

830406-015-2

ODFW requests that the public boat launch access on the north bank of the river be retained after the bridge work has been completed. If any changes to proposed project are anticipated with regard to this boat launch site, please contact local ODFW staff:

Jim Hutchison
ODFW District Biologist
3150 E Main St.
Springfield, OR 97477
726-3515

cc: Hutchison



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

ENVIRONMENTAL SECTION
May 5, 1983

RECEIVED TECHNICAL SERVICES	MAY 6 '83	REFER TO	FOR	Info
				Inv
				R/D
				R/C
				Sign
				File

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

cc: E. S. Hunter
G. A. Potter
J. H. Versteeg
F. E. Terpin
W. J. Hart
Jim Gix
Larry Asburry
Gerald Parker
D. E. Wilken

CONCLUSIONS

APPLICANT: Ore. Dept. of Transportation - Highway Division

PROJECT TITLE: McKenzie River Bridge

DATE: May 4, 1983

The State has reviewed your project and reached the following conclusions:

- ☒ No significant conflict with the plans, policies or programs of state government have been identified.
- ☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- ☐ Potential conflicts with the plans and programs of state government:
- ☐ may exist.
 - ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
 - ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 830406-015-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

APR 20
RECEIVED
APR 7 1983

PNRS STATE REVIEW

DIVISION OF STATE LANDS

Project #: OR 10 Return Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- () It has no adverse effect.
- () We have no comment.
- () Effects, although measurable, would be acceptable.
- () It has Adverse effects. (Explain in Remarks Section)
- () We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Landa

By Wm. Parks

PNRS #2

Phone Number 378-3805



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

ENV 3

April 5, 1983

Mr. Bruce Blanchard
United States Department of the Interior
Office of the Secretary
Washington, D.C. 20240

RE: Draft Section 4(f) Evaluation
Armitage Railroad Bridge
McKenzie River (Armitage) Bridge
Coburg Road
Lane County
RS-A465(2)

Dear Mr. Blanchard:

Enclosed for your review and comment are seven copies of the Draft Section 4(f) Evaluation for the subject project. The project has been classified by the Federal Highway Administration as a Categorical Exclusion, in accordance with 23 CFR 771.115. The 4(f) Evaluation has been prepared because the project would use Armitage Railroad Bridge as part of a detour route during the construction of the McKenzie River Bridge replacement.

Your reply upon receipt of this document is anticipated within the 45 day review period stipulated by the Federal Highway Administration. Return of your review comments sooner than the allowed time would be greatly appreciated.

If you need additional information concerning this project, please contact the Environmental Section, 412 Transportation Building, Salem, Oregon 97310. Telephone (503) 378-8486.

Sincerely,

ORIGINAL SIGNED BY
CAM GILMOUR

Campbell M. Gilmour
Project Coordinator
Environmental Section
412 Transportation Building
Salem, OR 97310

CMG:lb

Enclosures (7)

bc: D. E. Wilken
E. S. Hunter
G. A. Potter
Jim Gix

RECEIVED TECHNICAL SERVICES						
APR 6 '83						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A465(2)
McKenzie River Bridge
Coburg Road - Lane County

Date: March 14, 1983

From: Division Administrator

Reply to: HPD.1-OR
Attn: of

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

Attn: Mr. Gary Potter, Environmental Section

Mr. Potter's March 4, 1983 letter indicates Lane County intends to use the now abandoned railroad bridge and track bed as a temporary detour and for a pedestrian/bicycle access to Armitage State Park as a part of the subject highway bridge reconstruction. To determine the eligibility of this bike/pedestrian way it will be necessary to provide information on its future incorporation into an approved bicycle transportation plan for the area. A program change and revised construction finance agreement will also be required if this work is included in the current construction project.

We concur with the application of the Final Negative/4(f) statement and Determination for Independent Bikeway or Walkway Construction Projects dated May 23, 1977 relative to the extension of the pedestrian/bikeway into Armitage State Park.

Because the railroad bridge is on the National Register of Historic Places and it is proposed for use as a temporary detour and permanent bikeway, it will also be necessary to prepare a 4(f) evaluation and determination relating to the use of this structure.

cc:
OSHD (D. E. Swan, Prog Mgmt)
OSHD (John Grassman, Loc)

[Signature]
Dale E. Wilken

[Handwritten initials]

RECEIVED STATE HWY ENGR						
MAR 17 '83						
REFER TO <i>[Signature]</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					X	



76 77
STATE OF OREGON

PRO 6

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: Walt Hart
Bridge Engineer
ORIGINAL SIGNED BY JACK AYRES
FROM: Jack Ayres
Region Federal Aid Specialist
SUBJECT: Armitage Bridge

DATE: March 2, 1983

Attached is a copy of draft special provisions (structure only) for Armitage Bridge.

Please review this portion of the specs.

It is anticipated that grading specs, whether all or in part depending on the project length, will be submitted at a later date.

ja/cp
attach.

cc: Harold Reynoldson
Larry Asburry
Ellis Jones



CONSULTING ENGINEERS

March 1, 1983

Mr. Jack Ayres
Region Federal Aid Specialist
Department of Transportation
Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Armitage Bridge
OBEC Project No. 3-237

Dear Jack:

I am enclosing a draft of the special provisions (structure only) for the Armitage Bridge, for review.

The County is working on the grading portion of the project, and will be submitting plans and special provisions for that work in the near future.

It is my understanding that the question of whether Bridge No. 17-3W-9B on Coburg Road can be included in the Armitage project is somewhat in doubt because of the right-of-way situation. After meeting with Chris Andersen yesterday, it appears that in order to bid the Armitage Bridge in a timely manner, it is preferable to assume for now that the other bridge will not be part of the project. This draft of the special provisions therefore covers only the Armitage and Railroad bridges, even though the plans submitted earlier for review also included the Coburg Road bridge.

If it develops that Bridge No. 17-3W-9B can or must be treated as part of the project, then it will be easy enough to add to the special provisions at any time.

Very truly yours,

Willis G. Worcester
Office Engineer

WGW:ps
Enclosure

cc: Chris Andersen - Lane Co.

PROGRAM MANAGEMENT SECTION

DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐

MAR 3 1983

REFERRED TO _____
FOR _____

FILE: PM FA LG.



January 31, 1983

Mr. Jack Ayres
Region Federal Aid Specialist
Department of Transportation
Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Armitage Bridge
OBEC Project No. 3-237

_____ Verberg _____	RECEIVED	_____
_____ Anderson _____		_____
_____ Adams _____		_____
_____ Olson _____		_____
_____ Sullivan _____		_____
_____ Terpin _____	FEB 2 1983	Do Not File ☐
_____ _____		Return To _____
_____ _____		Bring to _____
_____ _____	ROAD DESIGN SECTION	Action _____

Puigpy

Dear Jack:

As you may know, we are completing the design work for the Armitage Bridge, which Lane County plans to build this summer.

We have the Coast Guard, Division of State Lands, and Corps of Engineers permits in hand. I am enclosing copies of the approval letters from the Coast Guard and Corps, and the Governor's letter signifying State Lands' approval.

As far as I know, this completes all permit requirements and clears the way for the bidding to proceed.

Very truly yours,

Willis G. Worcester
Office Engineer

WGW:ps
Enclosures

cc: Harold Reynoldson
Don Trout

US Department
of Transportation

United States
Coast Guard



Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442 5864

16591
Serial 570
8 December 1982

Lane County Department of Public Works
3040 Delta Highway North
Eugene, OR 97401

RE: Proposed replacement bridge across McKenzie
River, mile 7.3, near Coburg, Oregon

Gentlemen:

Enclosed is bridge permit 17-82-13, approving the location and plans for the
above-referenced project.

You should notify this office at the time construction is started and at
monthly intervals thereafter until the work is completed. The monthly report
should include a photocopy of the approved permit drawings with color pencil
marking of the work completed and the work scheduled for completion in the
following month. The report also must include information regarding any
events that potentially could affect waterway users, such as use of floating
equipment, etc. A final report is required upon completion of the project.
The final report should include certification that the work was accomplished
in accordance with the approved plans.

Please note that special condition number one provides that there shall be no
deviation from these plans without the prior approval of the Commander,
Thirteenth Coast Guard District. In addition, special condition number two
requires that all falsework, including cofferdams, work trestles, etc., must
have the prior approval of the District Commander. Requests for falsework
approval should be accompanied by two sets of plans or drawings showing the
work in sufficient detail to enable us to evaluate the potential impacts, if
any, on waterway users. If you have questions concerning this permit, please
contact this office for assistance.

Sincerely,

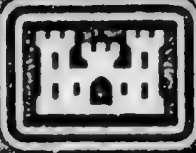
A handwritten signature in dark ink, reading "John E. Mikesell".

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Encl: Bridge permit 17-82-13



3-237-



This notice of authorization must be
conspicuously displayed at the site of work.

United States Army Corps of Engineers

8 November 19 82

fill approx. 275 cy of riprap, 400 cy of clean gravel and
A permit to 210 cy of structural concrete. This work will be done in
accordance with the special conditions of the permit.
at McKenzie River, Mile 7.1, just downstream of I-5 Bridge, in Lane County,
near Coburg, Oregon.

has been issued to Lane County on 8 Nov 19 82

Address of Permittee 3040 North Delta Highway, Eugene, Oregon 97401

Permit Number

071-OYA-4-004413

R. L. Friedenwald
R. L. FRIEDENWALD
District Engineer

VICTOR ATIYEH
GOVERNOR



3-237
Armitage

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

October 7, 1982

Commander (oan)
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

Att: J. F. Overath, Chief
Aids to Navigation Branch

Ref: PN ⁸²80-N-18
McKenzie River - Bridge

Dear Sir:

I approve the project subject to the conditions outlined in Material Removal/Fill Permit No. 3577 issued by the Division of State Lands.

On October 4, 1982, the Department of Environmental Quality certified there was reasonable assurance that the project, as described, would not violate applicable water quality standards.

Sincerely,

Victor Atiyeh
Governor

VA:dt

cc: Lane County Department of Public Works
OBEC Consulting Engineers
Department of Environmental Quality
Department of Fish and Wildlife
U. S. Fish and Wildlife Service
Division of State Lands

October 20, 1982

Lane County
Director of Public Works
3040 N. Delta Highway
Eugene, OR 97401

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7012

Gentlemen or Ladies:

Attached for your files are two fully executed copies of a preliminary engineering and construction-finance agreement for construction of the McKenzie River (Armitage) Bridge on Coburg Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachments

bc: Don Harwell (agreement attached)

TOTAL TO DATE JOB COST SUMMARY

SEPTEMBER 1982

PAGE 806

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
SPTC KING & CENTRAL RD		FA PROJ NOS	RAP 452001 100			STATE
520	1956	296	00 M 9		6.33	137.16CR
520	1956	298	00 M 9		6.33CR	157.16
520	1956	905	00 P 1			50.00
520	1956	914	00 P 1			147.54
520	1956	920	00 P 1	17.33	17.33	32.86
		TOT	P1	17.33	17.33	236.40
		XX JOB TOTALS	XX	17.33	17.33	XX
MCKENZIE R (FRUITAGE) BR		FA PROJ NOS	RS 465002 100			STATE
520	1958	296	00 M 9	195.20CR	124.32CR	1,839.22CR
520	1958	298	00 M 9	195.20	124.32	1,839.22
520	1958	911	00 P 1			145.86
520	1958	920	00 P 1		221.44	304.43
520	1958	923	00 P 1			1,636.18
		TOT	P1		221.44	2,086.47
		XX JOB TOTALS	XX		221.44	2,086.47
CLEAR LAKE ROEGREEN HILL		FA PROJ NOS	HES 454002 100			STATE
520	1960	296	00 M 9			6,300.00CR
520	1960	298	00 M 9			6,300.00
520	1960	901	00 P 1			896.43
520	1960	905	00 P 1			404.66
520	1960	911	00 P 1			5,683.47
520	1960	911	00 M 1			20.49
520	1960	914	00 P 1			8.10
520	1960	920	00 P 1			136.04
520	1960	921	00 P 1			994.36
520	1960	922	00 P 1			25.67
520	1960	923	00 P 1			88.83
		TOT	P1			8,237.56
		TOT	N1			20.18
		XX JOB TOTALS	XX			8,257.74
LOVE CO PUNT MARG PROG #4		FA PROJ NOS	PHJ 005102 100			STATE
520	1987	296	00 M 9			2,050.49CR
520	1987	298	00 M 9			2,050.49
520	1987	901	00 P 1			46.55
520	1987	905	00 P 1			1,187.98
520	1987	906	00 P 1			90
520	1987	920	00 P 1			75.62
520	1987	921	00 P 1			729.23
520	1987	922	00 P 1			10.51
		TOT	P1			2,050.49
		XX JOB TOTALS	XX			2,050.49



PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 074

SECTION McKenzie River (Armitage) Bridge REGION X3

SURVEY AUTHORITY AUTHORIZATION NO. 2 PREFIX 520-1958 DATE 9-14-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$ 2,000	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT		71,500	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		400	937 HYDRAULICS		500
906 BRIDGE DESIGN		2,000	921 SPECIFICATIONS		3,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		2,600	950 TRAINING		
910 REGION GEOLOGIST		300	924 D.O.T.			955 RW RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		100			

TOTALS	\$ 88,500	\$ 88,500
PREVIOUS AUTHORIZATION	\$ 28,900	
ADD. AUTH. REQUIRED	\$ 59,600	

LOCATION ENGINEER'S REMARKS
Authority has been revised to reflect County's request to have all Preliminary Engineering participating. Care should be made to assure that consultant charges prior to 8-9-82 are not charged to this Federal Aid Program. (8-9-82 is the date that the consultant agreement was approved.)
A new County-State agreement is forthcoming.

RECEIVED
SEP 16 1982
LOCATION SECTION

PREPARED BY P. Lewellyn, Cost & Records Spec.	DATE 9-14-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS <i>[Signature]</i>	DATE 9/17/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES <i>[Signature]</i>	DATE 9-15-82
RECOMMENDED, LOCATION ENGINEER X <i>[Signature]</i>	DATE 9/15/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

AUTHORITY FOR SURVEY # 2
 PREFIX # 520-1958

Section Mckenzie River (Armitage) BR

Highway Calvary Rd (EAS-A 465)
 County Lane

Column A - Total Funds Needed to Complete Project
 Column B - Total Funds Needed for Present Phase of Work

SPENT THRU
 7/15/82

SA#

ADD'L FUNDS REQUIRED
 TO COMPLETE PROJECT
 A B

AMOUNT NEEDED FOR A
 COMPLETED PROJECT
 A B

Project Manager	901		2000				2000
Citizens Involvement	902						
Local Government	903						
Consultants Fees	904		23000				71,500
Final Design	905		500				500
Bridge Design	906		2000				2,000
Preliminary Design	907						
R/W Descriptions	909						
Region Geology	910		300				300
Traffic Section	911	146					200
Landscape Department	912						
R/W - Liaison	913						
Region Utility Liaison	914		100				200
Audit Services	915						
Photogrammetry	916						
Location	918						
Program Management	920	83	200			400	200
Specifications	921		500			3,500	2,500
Adm. Services (Engineering)	922		200				100
Environmental Section	923	1636					2600
DOT - Planning	924						
Air Monitoring	925						
Structural Foundations	926		100	3,500 Region + 500 add			4000
Bridge Design for Counties	927						
R/W Utility Engineer	932						100
Surfacing Engineer	933						300
Chief Geologist	934						
Soils Engineer	935						
Region Traffic	936						100
Hydraulics	937						500
Region Environmental	938						200
Urban Studies Unit	949						
Training Courses	950						
Employee Reloc. Assistance	955						
Personal Leave	960						
Administrative Leave	961						
Public Hearing Charges	980						
EEO Monitoring Expense	985						
TOTAL		1865	28,900				88,500

FHWA Approval
 77,400 PE
 8-19-82

9-13-82

revised because Co now wants all PE to be participating - before only STATE monitoring was part. also STATE now to do Found Explor. and environ. has stuck thier fingers into the pie.

Hal ~~the~~ Someone revised FA program to be the difference between the consultant fees plus the other functions. These functions were low to begin with and we also added 926 on per agreement

Note!

Sent for advance deposit for this prior to this change - Make ad, estimate of amount.

September 2, 1982

ACC 6-4

Lane County
Board of Commissioners
Courthouse/Public Service Bldg.
125 E. 8th Street
Eugene, Oregon 97401

ATTN: Mr. George Price
Acting County Engineer

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the McKenzie River (Armitage) Bridge Section FAS-A465.

Financial sharing of the preliminary engineering is:

Total P.E.	\$ 77,400.00
Federal Funds	<u>68,248.00</u>
BALANCE	\$ 9,152.00

Local Share:

1/2 of \$9,152 = \$4,576.00 Rounded to \$4,600.00

*Rec'd
11-12-82
Informed
Region*

Please make your check in the amount of \$4,600.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

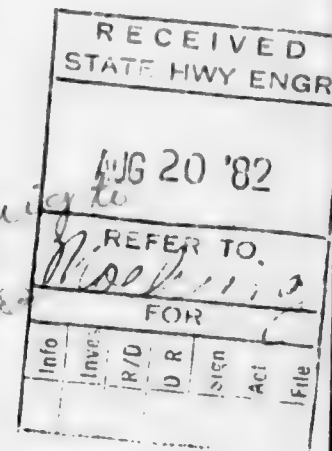
[Signature]
D.E. Swan, P.E.
Program Control Engineer

HR:bks *82-72*
bc: w/AD #~~1005~~: Vern Skoog - Please return completed AD #~~1005~~ *82-72*
when check is received.
Jack Ayres, Region 3 Federal-Aid Engineer

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION			1. FEDERAL-AID PROJECT NO. RS-A465(2)
LETTER OF APPROVAL AND/OR AUTHORIZATION			2. STATE PROJECT NO. See below
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 00029	2A. COUNTY NAME Lane	
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon			
7. DATE AUTHORIZATION EFFECTIVE 8/19/82	8. FEDERAL ROUTE NUMBER Secondary A465	9. STATE ROUTE NUMBER County Road	
10. GENERAL LOCATION: McKenzie River (Armatage) Bridge Section			
11. GENERAL DESCRIPTION OF WORK Program change			
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW			
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Program change See below			
13. REMARKS As requested in Mr. Swan's letter of 8/11/82 I approve the revised Preliminary Engineering Costs to a TEC of \$77,400 Federal Funds \$68,248. (Increase TEC \$71,500 Federal Funds \$63,048) The above is subject to a revised Construction Finance Agreement establishing State's liability.			
14. DATE 8/19/82	15. SIGNATURE OF APPROVING OFFICIAL <i>G. K. Hosmer</i>	16. TITLE for Division Administrator	

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED





Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 11, 1982

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Project No. RS-A465(2)
McKenzie Riv. (Armitage) Bridge Sec.
Lane County

I request your approval of a program change on the subject project to increase the estimated total cost and Federal funds for preliminary engineering and include preliminary engineering by the Consultant firm of Oregon Bridge Engineering Company. This action is based on Lane County's request to include the Consultant's preliminary engineering costs as a participating cost on the project. The Consultant Agreement has been subjected to the required pre-award audit evaluation and was approved by the Highway Division on August 9, 1982.

Approval of the above request will require revisions in preliminary engineering costs as follows:

	<u>TOTAL COST</u>	<u>FEDERAL FUNDS</u>	<u>%</u>
Present (State Forces)	\$ 5,900.00	\$ 5,200.00	88.18
Consultant	<u>71,500.00</u>	<u>63,048.00</u>	88.18
TOTAL	\$77,400.00	\$68,248.00	

CL:pf

cc: M. Holmes
H. Reynoldson
General Files



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: **ENV 3**

June 10, 1982

Mr. Keith Ellingson
Lane County Department of Public Works
3040 North Delta Highway
Eugene, OR 97401

NOTED
E. L. HUNTER

Re: McKenzie River (Armitage) Bridge
FAS-A465 Coburg Road
Lane County

Dear Keith:

Per our phone conversation yesterday, I am enclosing the following material:

- FHWA approval of June 9, 1978 that the project is a non-major action (now called a categorical exclusion).
- Advisory Council on Historic Preservation (ACHP) Guidelines for Determinations in Accordance with 35 CFR 800.
- ACHP Part 800, Protection of Historic and Cultural Properties.
- Finding of No Adverse Affect, Umatilla Bridge Site, I-82.
- Determination of Eligibility forms.

RECEIVED TECHNICAL SERVICES						
JUN 11 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
						☒

You asked me if one could just assume a site is eligible and proceed with the salvage. Unfortunately, the answer is no. If the site is on or eligible for the National Register, then the comments of the SHPO and the Advisory Council on Historic Preservation must be sought, via the Section 106 process, and the Advisory Council will not comment on proposals until the Determination of Eligibility process has been completed.

Please let me know if you have any questions.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

March 1, 1982

ACC

Mr. George Price
County Engineer
3040 N Delta
Eugene, Oregon 97401

Dear Mr. Price:

RE: McKenzie River (Coburg Road) Br.
Armitage Bridge
FAS-A465

Lane County will have a limit of approximately \$1,315,000 of Federal funds for this project. This includes 5 years advance funding. The County and State's matching funds will be approximately \$90,000 each. This makes a total of approximately \$1,495,000 for the project. Any funds beyond federal funding is 100% County costs.

Very truly yours,

D. E. Swan, P.E.
Program Control Engineer

HR:pf

cc: Jack Ayres, Region 3

lane county



February 23, 1982

Jack Ayres
Oregon State Highway Division
Region 3
P.O. Box 1128
Roseburg, OR 97470

Dear Jack:

Attached is a revised Federal Aid Project Request for replacement of the Armitage Highway Bridge on Coburg Road, FAS A465. This second revision is for a 40 foot bridge with 2 - 12 foot travel lanes and 8 foot shoulders.

The railroad bridge just up-stream of the highway bridge is being purchased by Lane County and will be modified to accommodate signalized one-way detour traffic for the estimated 6 month period the highway bridge will be under construction. Without the use of the railroad bridge the traveling public would have to detour via I-5 for an additional roundtrip distance of approximately 6 miles. The railroad bridge which is listed in the Statewide Inventory of Historic Sites and Buildings will be used as a recreational bicycle/pedestrian path after the highway bridge is opened for traffic.

If you require any additional information or have any questions please call me at 687-4492.

Sincerely,

Keith Ellingson
Keith Ellingson
Transportation Planning

KE/sm

Attachment

C.C. Cliff Laux
Walt Hart
Jack Sullivan

FEDERAL AID PROJECT REQUEST
(Revised Request)

February 23, 1982
Date 1st revision May 12, 1981
Original April 18, 1978

Applicant Agency LANE COUNTY
Request for: Off-System, FAS-C X, FAUS Project
Federal Aid Route No. FAS A465 Route Name Coburg Road (Road #1500)
Project Name Armitage Bridge Reconstruction (17-3W-9)

Project Length 0.10 miles Project Location (Attach sketch map) 
Project Description Replace an existing 2-span steel truss structure built approxi-
mately 40 years ago with a pre-cast concrete slab structure of sufficient width
and load bearing capacity for current and expected traffic.

Average Daily Traffic 4,300 Design Speed 30M.P.H. on bridge and
curves near approaches.

Complete Applicable Sections:

I. ROADWAY DATA (Bridge approaches)

1. Existing Roadway: (Attach sketch)

Width 19 feet Travel Lanes (2) 9 feet Shoulders none
Medians none Parking
Sidewalks none
Remarks Existing width measured between guardrails

2. Desired Roadway Cross Section: (Attach sketch)

Width 40 feet Travel Lanes (2) 12 feet Shoulders (2) 8 feet
Medians none Parking none
Curbed no Length Curb Radii
Sidewalk/Bikeway
Remarks Funding for bridge approaches will be by applicant.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 feet Maximum 60 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes No X

3. Will additional right-of-way be needed? Yes X No
If answer is "yes," will cost of right-of-way be subject to Federal
reimbursement? Yes No X

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization: No permanent signalization proposed.

Location _____
Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks Temporary signalization for one-way traffic across the railroad bridge will be used during construction.

3. Permanent Signing:

Include in project or by applicant? by applicant

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination: No illumination proposed

Location _____
Type _____
Remarks _____

V. STRUCTURE DATA

1. Existing Structure:

Location M.P. 4.87 on Coburg Road crossing of McKenzie River
Type Two-span steel truss bridge on concrete piers
Approach Roadway Width 22 feet Shoulder Width 4 feet paved
Length 534 feet width 19 feet curb to curb: 22 feet outside
To remain in place? No - To be replaced

2. Proposed Structure:

Location Same
Approximate Size: Length 521 feet width 43 feet

Are sidewalk/bikeways desired: 8 foot shoulders to accommodate pedestrians and through bicycle traffic.

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks: The bridge spans the McKenzie River and is located adjacent to Armitage State Park which attracts thousands of visitors annually.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____

Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks The abandoned Woodburn Branch line of the Southern Pacific Railroad parallels Coburg Road approximately 75 feet to the east, but does not cross. Lane County is purchasing the RR bridge & will use it as a temporary by-pass during construction & then as a recreational bicycle/pedestrian path.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

- | | |
|-------------------------------|---|
| 1. <u>Citizen Involvement</u> | <u>Lane County Department of Public Works</u> |
| | Office |
| 2. <u>Environmental</u> | _____ |
| | Office |
| 3. <u>Public Hearing</u> | _____ |
| | Office |

Remarks Transportation Planning Engineer (503) 687-4491

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State _____ Consultant X

2. Project construction engineering to be performed by:

Applicant _____ State _____ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes X No _____

If "yes," describe briefly: The applicant will construct the bridge approaches by separate contract.

4. Applicant's estimate of cost for requested project:

Roadway Work	\$	--
Right-of-way costs (if participating)		--
Traffic control Temporary detour signalization		26,875
Illumination Foundation investigation		15,000
Structures Remove and replace bridge		1,207,625
Railroad Modify railroad bridge		107,500
Other Contingency		68,000
Preliminary engineering		100,000
Construction engineering		140,000
PROJECT TOTAL	\$	1,665,000

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or _____ LANE _____ COUNTY _____

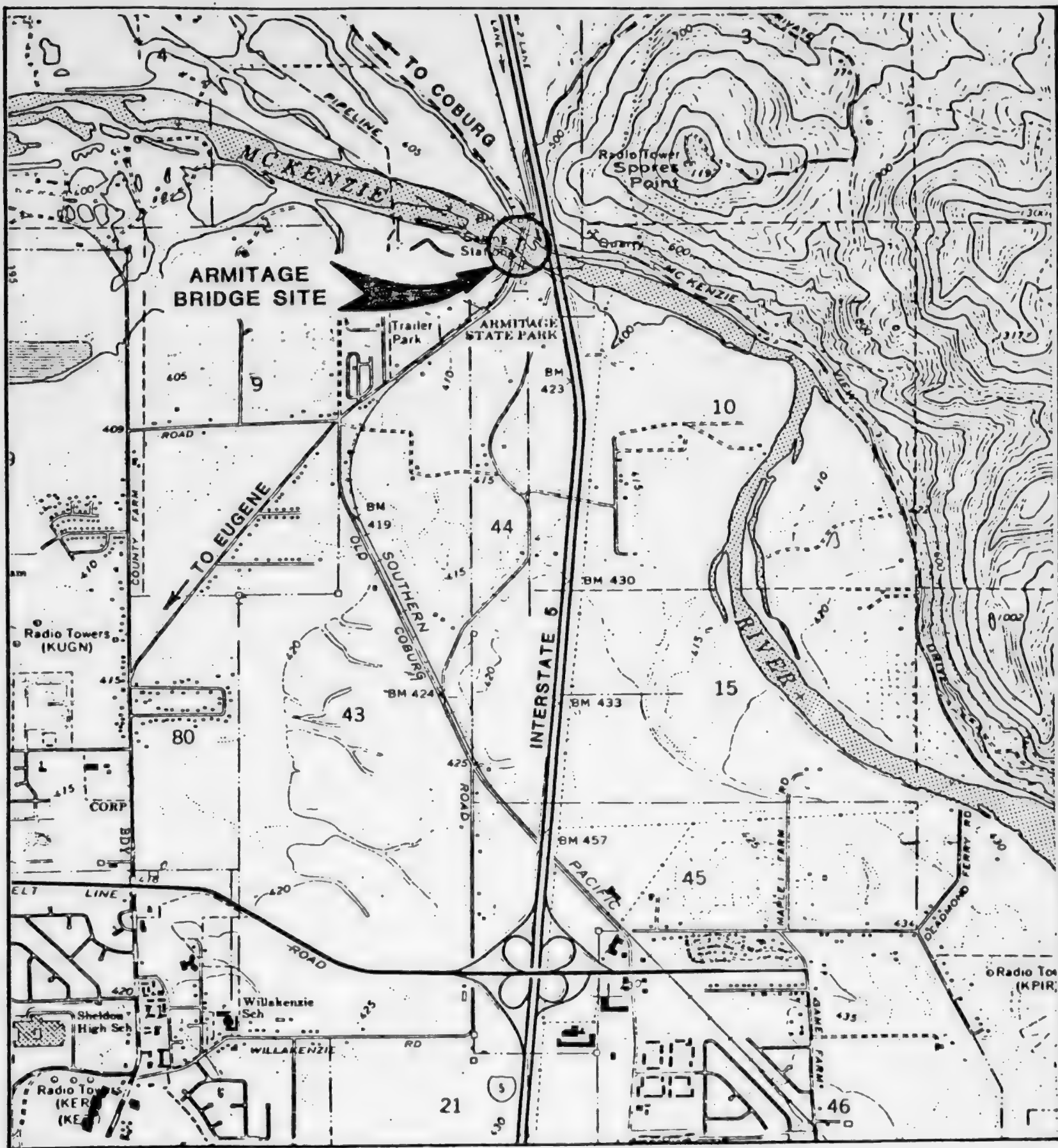
By _____

By Ronald F. Lasker 2-24-82
Director of Public Works

By _____

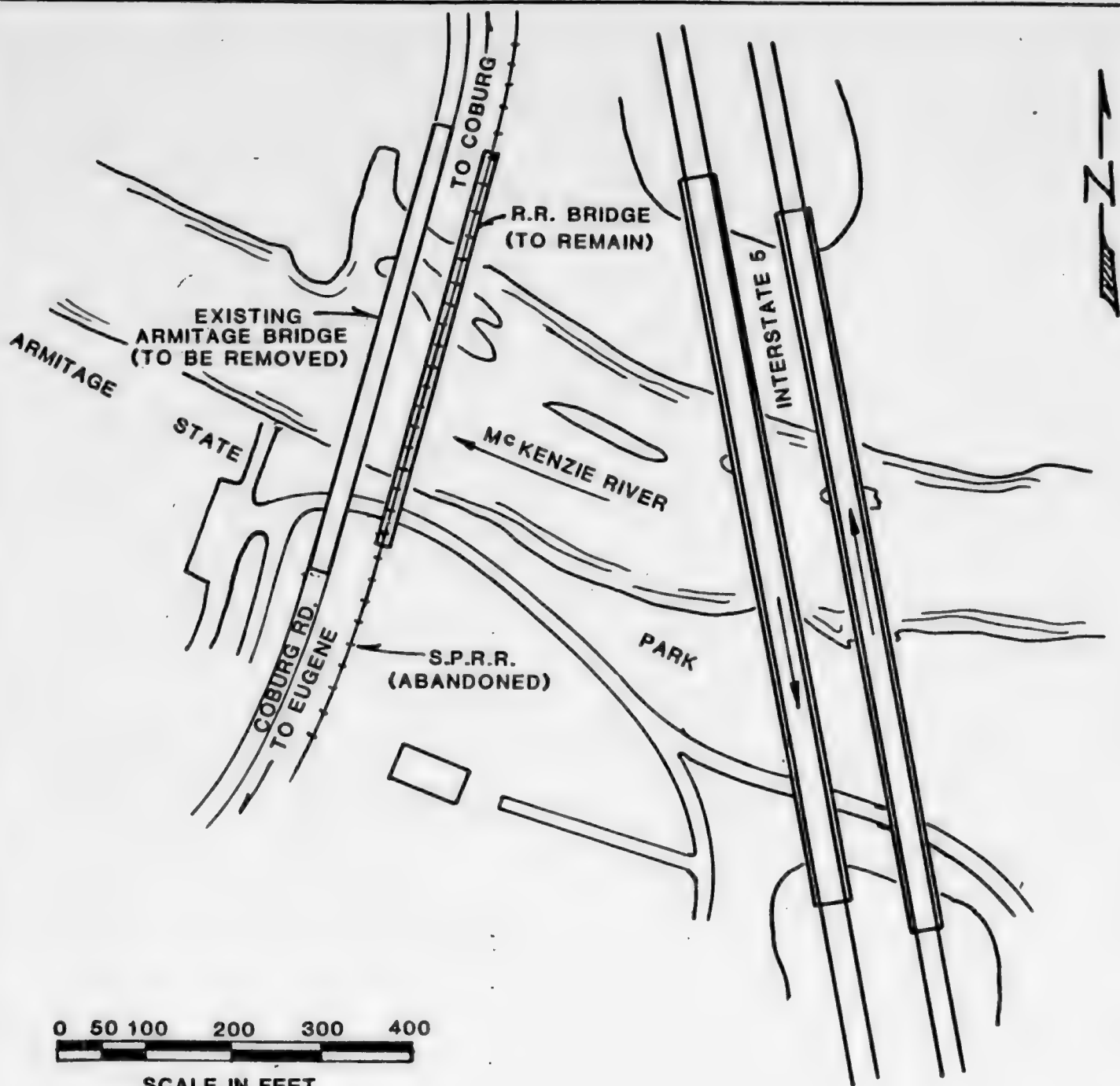
By _____

By _____



Vicinity Map

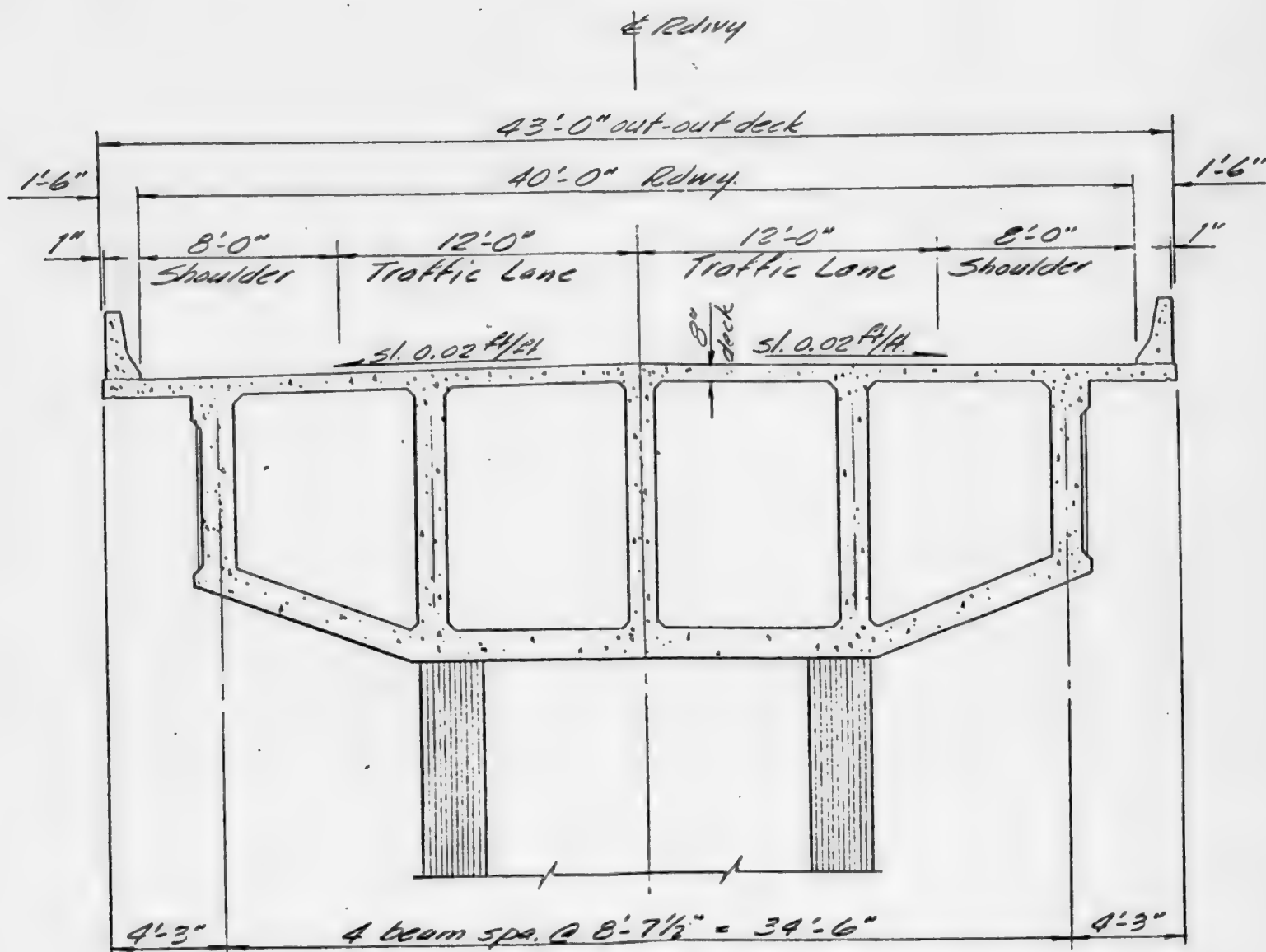
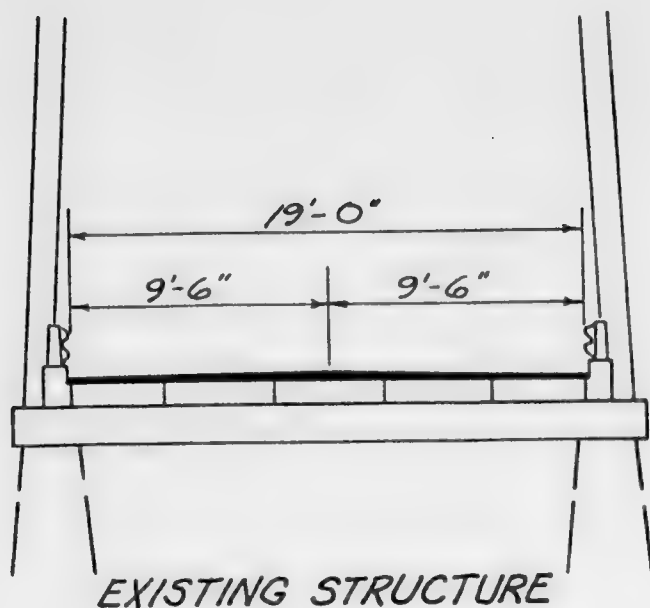
REPLACEMENT OF ARMITAGE BRIDGE
OVER Mc KENZIE RIVER
NEAR COBURG
LANE COUNTY, OREGON
APPLICATION BY: LANE COUNTY
SHEET 1 OF 3 DATE: 2/10/82



LOCATION MAP

REPLACEMENT OF ARMITAGE BRIDGE
 OVER Mc KENZIE RIVER
 NEAR COBURG
 LANE COUNTY, OREGON
 APPLICATION BY: LANE COUNTY
 SHEET 2 OF 3 DATE: 2/10/82

ARMITAGE BRIDGE



PROPOSED STRUCTURE

383

Jan 1982
Jan. 19

6 Year Plan.

FEDERAL-AID SECONDARY-COUNTY

The Secondary Rural System, under the jurisdiction of the State and counties, is composed of major collector routes including farm-to-market, mail delivery and high local use roads. Designation of the routes is made by the Oregon Department of Transportation and appropriate local officials in cooperation with each other.

Federal-Aid Secondary - County (FAS-C) projects are selected by local officials and submitted to the Oregon Department of Transportation for processing.

The 1982 Federal-Aid apportionment for County Secondary Rural projects is approximately \$3.4 million, which is 50% of Oregon's FAS apportionment. The Federal share is 88% with the 12% matching funds usually shared equally between state and county government.

The following FAS-C projects have been approved for funding by the Oregon Transportation Commission. Additional projects will be approved on an individual basis.

County	Region	Route No.	Section Name	Work	Est. Cost (\$1,000)
FISCAL 1982 PROJECTS					
Multnomah	1	A662	N.E. 148th Ave.-Blue Lake Rd.	G-P-Sign	1,350
Multnomah	1	A662	N.E. 112th Ave.-N.E. 148th Ave.	G-P	449
Washington	1	A685, A686	Glencoe Rd. and West Union Rd. (North Plains)	G-P(RR Signal) Structure	817
Clatsop	2	A736	Blind Slough Bridge Sec.	Structure Repair	34
Clatsop	2	A737	Westport Ferry Slip Section	Ferry Slip Structure	288
Lincoln	2	A522	Oregon Coast Hwy.-Yachats ECL	G-P	250
Linn	2	A483	South Santiam Riv. Bridge (Sweet Home)	G-P-Str-Sign	1,800
Marion	2	A590	Abiqua Creek Bridge	G-P-Structure	391
Polk	2	A559	N. Fk. Ash Creek Bridge #53C11	PE Only for Structure	120
Yamhill	2	A695	Hillcrest Rd.-Tindell Cr. Rd.	G-P	860
Douglas	3	A382	South Myrtle Road #18	Overlay-Widen	1,730
Josephine	3	A338	SPRR U-Xing #501.84	G-P-Structure	230
Lane	3	A465	McKenzie River (Armitage Bridge)	G-P-Structure	1,200
Jefferson	4	B400	US Hwy. 97-US Hwy. 26	Overlay	328
Klamath	4	B319	The Dalles/Calif. Hwy.-Washburn Way (S.S. Bypass)	G-P-Structures (2)	2,000
Lake	4	B334	Thomas Creek Bridges	Structures (3)	160
Lake	4	B329	Rabbit Creek Bridge	Structure	90
Wheeler	4	B550	Spray-Waterman Flat Rd.	PE Only for Base-Oil Mat	340
Malheur	5	B500	Willow Creek Bridges	Structures (4)	310
Morrow	5	B564	Juniper Canyon Rd.-Lexington/Echo Hwy.	G-P	810
Wallowa	5	B642	Freeze-out Gorge Sec.	Study	1,500
FISCAL 1983 PROJECTS					
Clackamas	1	A619	Boeckman Creek Bridge	G-P-Structure	1,200
Deschutes	4	B345	Deschutes River (General Patch) Bridge	G-P-Structure	600
ADDITIONAL SALEM TIP PROJECTS					
Section				Est. Cost (\$1,000)	
Doaks Ferry Rd. at Glenn Creek Rd.				51	
					51



Department of Transportation
HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

John Goodson
Transportation Planning Engineer
Lane County
3040 N. Delta Hwy.
Eugene, OR 97401

May 22, 1981

In Reply Refer to
File No. PRO 6

Dear Mr. Goodson:

This will acknowledge receipt of your revised federal aid project request for the Armitage Bridge reconstruction. As discussed previously, I do not believe a revised project category request will be required at this time. Depending upon the roadwork involved in conjunction with the bridge reconstruction, the project category request may have to be revised at a later date.

Also, since the project cost is now over twice that submitted with the original application and with a possible curtailment to FAS-C funding, I cannot guarantee funding for this entire project. Only time will tell in that regard.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER
By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

cc: D.H. Moehring
W. Hart
L. Asburry
D. Jones

PROJECT MANAGEMENT BRANCH

ASHE ☐ STE ☒
PLE ☐ RE ☐ PRE ☒

MAY 26 1981

REFERRED TO _____
FOR _____

FILE: PM FA LG.

FEDERAL AID PROJECT REQUEST
(Revised Request)

Applicant Agency LANE COUNTY Date May 12, 1981 (Original Request submitted April 18, 1978)
Request for: Off-System, FAS-C X, FAUS Project
Federal Aid Route No. FAS A465 Route Name COBURG ROAD (ROAD # 1500)
Project Name Armitage Bridge Reconstruction (17-3W-9)

Project Length 0.10 miles Project Location (Attach sketch map) 
Project Description Replace an existing 2-span steel truss structure built approximately 40 years ago with a pre-cast concrete slab structure of sufficient width and load bearing capacity for current and expected traffic.

Average Daily Traffic 4,300 Design Speed 30 m.p.h. on bridge and curves near approaches.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 19 feet Travel Lanes (2) 9 feet Shoulders none
Medians none Parking none
Sidewalks none
Remarks Existing width measured between guardrails.

2. Desired Roadway Cross Section: (Attach sketch)

Width 56 feet Travel Lanes (2) 12 feet Shoulders (2) 8 feet
Medians none Parking none
Curbed no Length Curb Radii _____
Sidewalk/Bikeway (2) 6 feet
Remarks _____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 feet Maximum 60 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes _____ No X

3. Will additional right-of-way be needed? Yes X No _____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No X

Remarks _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

2. Proposed Signalization: No signalization proposed

Location _____

Type _____

Phases _____

Type of Suspension _____

Interconnected _____

Remarks _____

3. Permanent Signing:

Include in project or by applicant? by applicant

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

none

2. Proposed Illumination: No illumination proposed

Location _____

Type _____

Remarks _____

V. STRUCTURE DATA

1. Existing Structure:

Location M.P. 4.87 on Coburg Road crossing of McKenzie River

Type Two-span steel truss bridge on concrete piers

Approach Roadway Width 22 feet Shoulder Width 4 feet paved

Length 534 feet Width 19 feet curb to curb: 22 feet outside

To remain in place? No - to be replaced

2. Proposed Structure:

Location same

Approximate Size: Length 534 feet Width 56 feet

Are sidewalk/bikeways desired: Yes: 8 foot bikeways on shoulder/6 foot sidewalks separated from roadway by barriers.

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks The bridge spans the McKenzie River and is located adjacent to Armitage State Park which attracts thousands of visitors annually; thus extensive use by pedestrians and bicyclists is expected.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____

Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks The abandoned Woodburn Branch line of the Southern Pacific Railroad parallels Coburg Road approximately 75 feet to the East, but does not cross.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

- | | |
|-------------------------------|---|
| 1. <u>Citizen Involvement</u> | <u>Lane County Department of Public Works</u> |
| | <u>Office</u> |
| 2. <u>Environmental</u> | <u>Office</u> |
| | <u>Office</u> |
| 3. <u>Public Hearing</u> | <u>Office</u> |

Remarks Transportation Planning Engineer (503) 687-4491

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State _____ Consultant X

2. Project construction engineering to be performed by:

Applicant _____ State _____ Consultant X _____

3. Will applicant perform any work prior to or after award of contract?

Yes _____ No X _____

If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	\$ _____
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
Structures	1,400,000
Railroad	_____
Other Construction engineering	170,000
Preliminary engineering	_____

PROJECT TOTAL \$ 1,570,000

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or _____ LANE _____ COUNTY _____

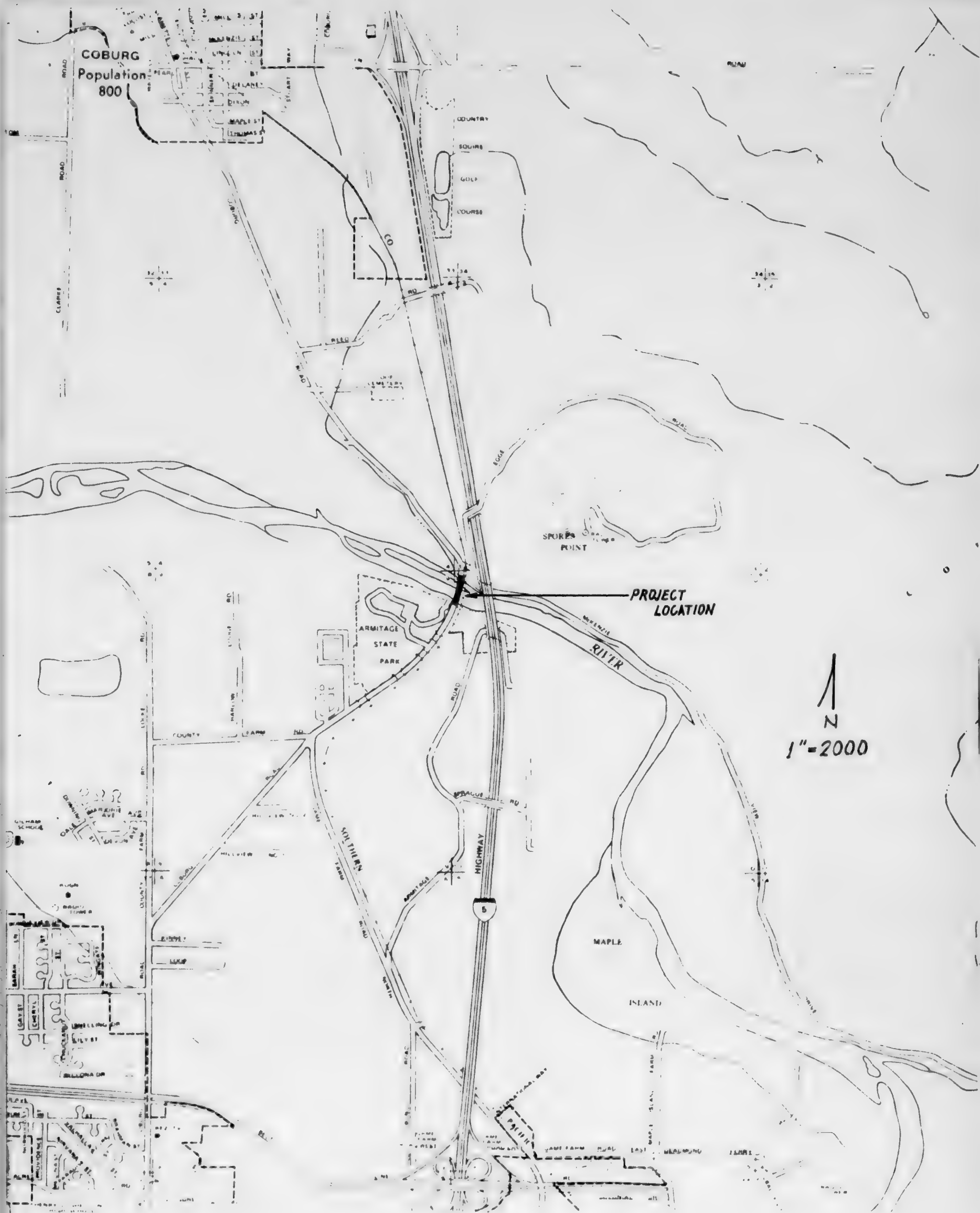
By _____

By Donald J. Seibert
Director of Public Works

By _____

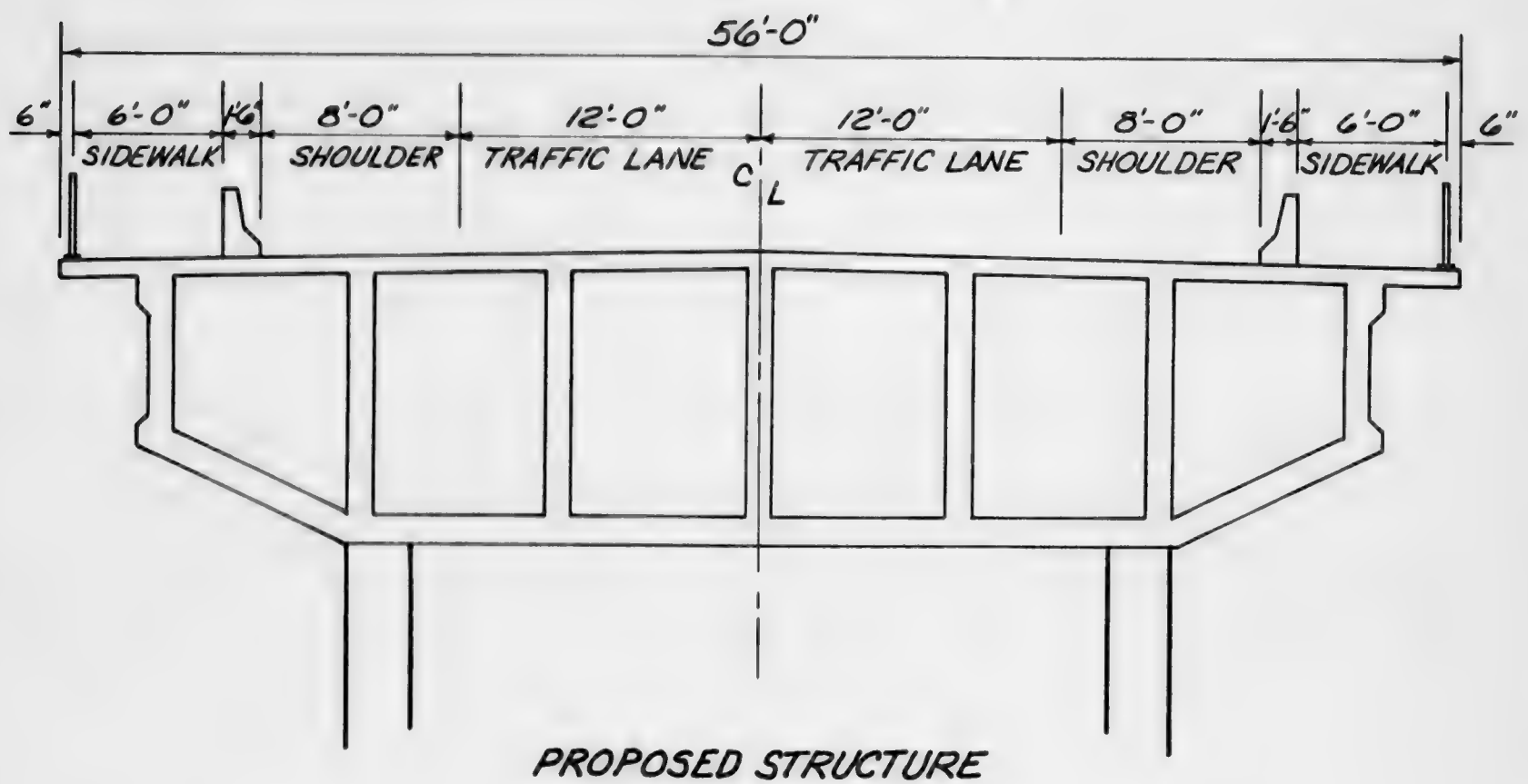
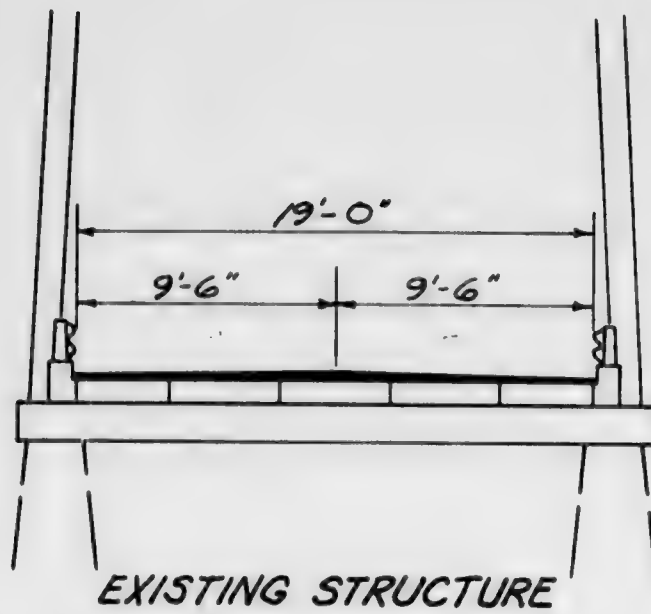
By _____

By _____



N
1"=2000

ARMITAGE BRIDGE





Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 30, 1980

In Reply Refer to
File No.:

AGR 4-2

MISC. CONTRACTS and
AGREEMENTS No. 22

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: *D. E. Swan*
D. E. Swan
Operation Programming Engineer

SUBJECT: Oregon Project No. RS-A465(2)
Armitage Bridge Section
Couburg Road
Lane County & OBEC

Recommended for approval subject to comments noted.	
☒	Area Engineer
☐	Bridge Engineer
☐	Right-of-Way
☒	Engineering
☐	Planning
Date	District Engineer
Return To <i>Fapa</i>	

AE-3

Joe

Attached for your consideration are two conformed copies of a Consultant Agreement covering construction engineering services to be furnished to Lane County by OBEC Consulting Engineers for subject project.

A pre-award audit and selection procedure evaluation has been conducted and approval recommended by the Highway Division Accounting Office. (Copy of memo attached.)

We request your approval now of the Consultant Agreement, authorization to proceed with work by the consultant and the return of one approved copy of the agreement for our project file.

MCH:bke

cc: Jack Ayres, Region 3
Cliff Laux

*Certification Acceptance does not
require FHWA approval.*

mch



*Distributed
6-5-80*

PROJECT IMPLEMENTATION BRANCH

FILED ☐ RECD ☐ FILE ☐

REFERRED TO _____
FOR _____

FILE: PM FA LG.



STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 82878

INTEROFFICE MEMO

FILE: AGR

TO: D. E. Swan
Operation Programming Engineer

DATE: May 20, 1980

FROM: Vernon E. Skoog *Vern*
Controller

SUBJECT: Pre-award Evaluation
Lane County/OBEC
Armitage Bridge
Project RS-A465(2)

Your memo dated May 14, 1980, provided additional support for the consultant selection process employed by County. While the data relates to the annual agreement with Consultant for "as needed" services county-wide, it does include referenced project specifically. This procedure meets requirements of OMB Circular A-102, Attachment 0, until December 31, 1980, after which date projects exceeding \$50,000 must be negotiated individually.

We recommend approval of the revised Agreement.

DWJ:njc
Attch.

cc: Jack Ayres, Region III



Contains
Recycled
Materials

81-125-1387

SP-75683-125



9677
STATE OF OREGON-Highway Division
TOLL FREE: 1-800-452-7813 Ext. 82878

INTEROFFICE MEMO
FILE: CON

TO: Vernon E. Skoog
Controller

DATE: April 25, 1980

FROM: Dettmar W. Jones
Staff Auditor

D. W. Jones

SUBJECT: Pre-award Evaluation
OBEC/Lane County
Armitage Bridge (Coburg Rd.)

The proposed Agreement provides that County employ Consultant to perform only construction engineering on the referenced project on an actual-cost-plus-fixed-fee basis not to exceed \$58,000.

The provisions are complete and acceptable except for two recommended additions within the "Payment" section on pages 5-6, namely:

In paragraph 1 we should specify that "County shall assume all preliminary engineering costs incurred by Consultant under this Agreement".

In paragraph 2(e) we should specify that "Approval must be secured prior to incurring such excess costs if they are to participate in state or federal funding."

Exhibit A, the cost proposal, is arithmetically correct. Costs appear to be reasonable, allocable and allowable. My prior audit experience with Consultant assures us that his accounting system, records and internal controls are adequate to assure segregation and support of those costs eligible for federal participation.

However, despite the agreement terms, the consultant selection process employed by County may not be acceptable. If we understand correctly that County has an Annual Agreement with Consultant (as referenced in the preliminary engineering section of this proposal) and solicited the proposal only from Consultant, then there is no competition involved in the selection. OMB Circular A-102 Attachment O recently provided extreme limitations to non-competitive negotiation of such proposals. State procurement regulations provide similar restrictions, so both state and federal funding are subject to the limitations. I attach for your guidance a copy of Attachment O. Individual exceptions may be granted (by FHWA) to allow completion of an ongoing phase of work.

We cannot recommend approval of the proposed Agreement unless FHWA considers this construction engineering an "ongoing phase" of the project wherein Consultant will have done the preliminary engineering.

DWJ:cw

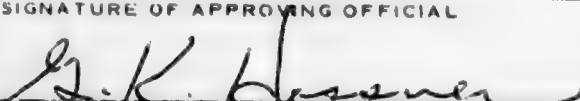
cc: D. E. Swan
Attachments.

APPROVED
V. E. Skoog
V. E. Skoog, Controller
Oregon State Highway Division



Contains
Recycled
Materials
81-125-1387

SP-75683-123

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION LETTER OF APPROVAL AND/OR AUTHORIZATION		FEDERAL AID PROJECT NO. S-A465(2)		
FROM: G. L. Green, Division Administrator FHWA - Oregon Division		STATE PROJECT NO. See below		
PROGRAM NO. ITEM NO. 00029		COUNTY NAME Lane		
TO: Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon		PROGRAM STAGE (Check) ☐ 1. ☐ 2.		
DATE PS&E APPROVED		DATE AUTHORIZATION EFFECTIVE 4/22/80		
FEDERAL ROUTE NUMBER FAS-A465		STATE ROUTE NUMBER County Road		
GENERAL LOCATION: McKenzie River (Armatage) Bridge Section				
GENERAL DESCRIPTION OF WORK: Preliminary Engineering				
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW				
<table style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> PRELIMINARY ENGINEERING TO DETERMINE ☐ LOCATION ONLY PRELIMINARY ENGINEERING FOR SURVEY AND PLAN ☒ PREPARATION ☐ OTHER (Specify) </td> <td style="width: 50%; vertical-align: top;"> ☐ ACQUISITION OF RIGHT-OF-WAY CONSTRUCTION - ADVERTISE FOR RECEIPT ☐ OF BIDS ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS </td> </tr> </table>			PRELIMINARY ENGINEERING TO DETERMINE ☐ LOCATION ONLY PRELIMINARY ENGINEERING FOR SURVEY AND PLAN ☒ PREPARATION ☐ OTHER (Specify)	☐ ACQUISITION OF RIGHT-OF-WAY CONSTRUCTION - ADVERTISE FOR RECEIPT ☐ OF BIDS ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
PRELIMINARY ENGINEERING TO DETERMINE ☐ LOCATION ONLY PRELIMINARY ENGINEERING FOR SURVEY AND PLAN ☒ PREPARATION ☐ OTHER (Specify)	☐ ACQUISITION OF RIGHT-OF-WAY CONSTRUCTION - ADVERTISE FOR RECEIPT ☐ OF BIDS ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS			
REMARKS As requested in Mr. Swan's 11/15/80 letter you are authorized to proceed with the above work at a TEC of \$5,900 with Federal participation limited to \$5,200.				
DATE 4/22/80	SIGNATURE OF APPROVING OFFICIAL 	TITLE for Division Administrator		

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME McKenzie R. (Armitage) Bridge			
HIGHWAY NAME Coburg County Road			HIGHWAY NUMBER A-465
REGION 3	ADMINISTRATIVE DISTRICT 5	COUNTY Lane	CITY
LENGTH 0.1	MILEPOST NUMBER 4.87 TO	☒ RURAL	☐ URBAN
LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO		IF YES, UNIT OF GOVERNMENT Lane County	
TYPE OF FUNDS ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER			
METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER			
TYPE OF WORK ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER			
PROJECT DESCRIPTION			

Replace an existing two-span steel truss structure with a pre-cast concrete slab structure. Proposed length, 534 feet with 34-foot roadway width.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1977 - 3,900				PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):			
LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
	PROPOSED						
DESIGN SPEED (MPH) 30	DESIGN STANDARDS		TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY				

MAILED 3-31-80
E. E. Herpin
Location Engineer

3 - FEATURES

EXISTING NUMBER AND WIDTH

PROPOSED NUMBER AND WIDTH

TRAVEL LANES	two - 9½'	two - 12'
SHOULDERS	none	two - 5'
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		Class III
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☐	☒	Permits	☒	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☐	☒
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☐	☒
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River <u>McKenzie</u>	☒	☐	☐	Div. of State Lands	☒	☐	☐
Stream _____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☒	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☒	☐	☐

3.- FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☐	☒
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☐	☒

Type _____

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☐	☒
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☐	☒

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	N/A
CORRIDOR APPROVAL	()	N/A
FIELD SURVEY	()	0.5
PRELIMINARY DESIGN	()	N/A
DESIGN APPROVAL/FINAL EIS	()	N/A
RIGHT-OF-WAY DESCRIPTIONS	()	N/A
RIGHT-OF-WAY ACQUISITION	()	N/A
P.S. & E. DOCUMENTS	(1)	3

RECOMMENDED CONSTRUCTION DATE

(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

I. M	NEW WORK	OVER EXISTING
N/A		

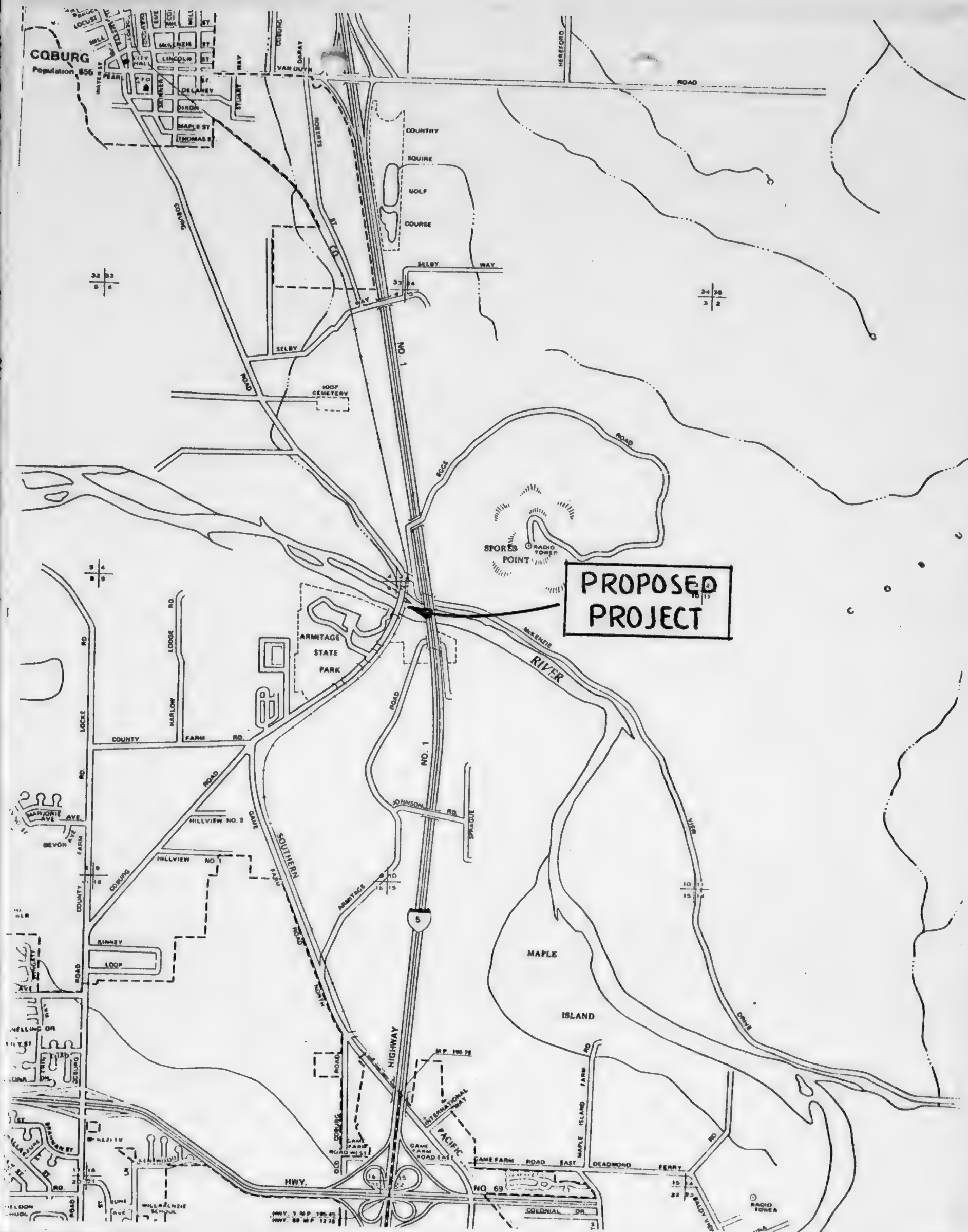
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

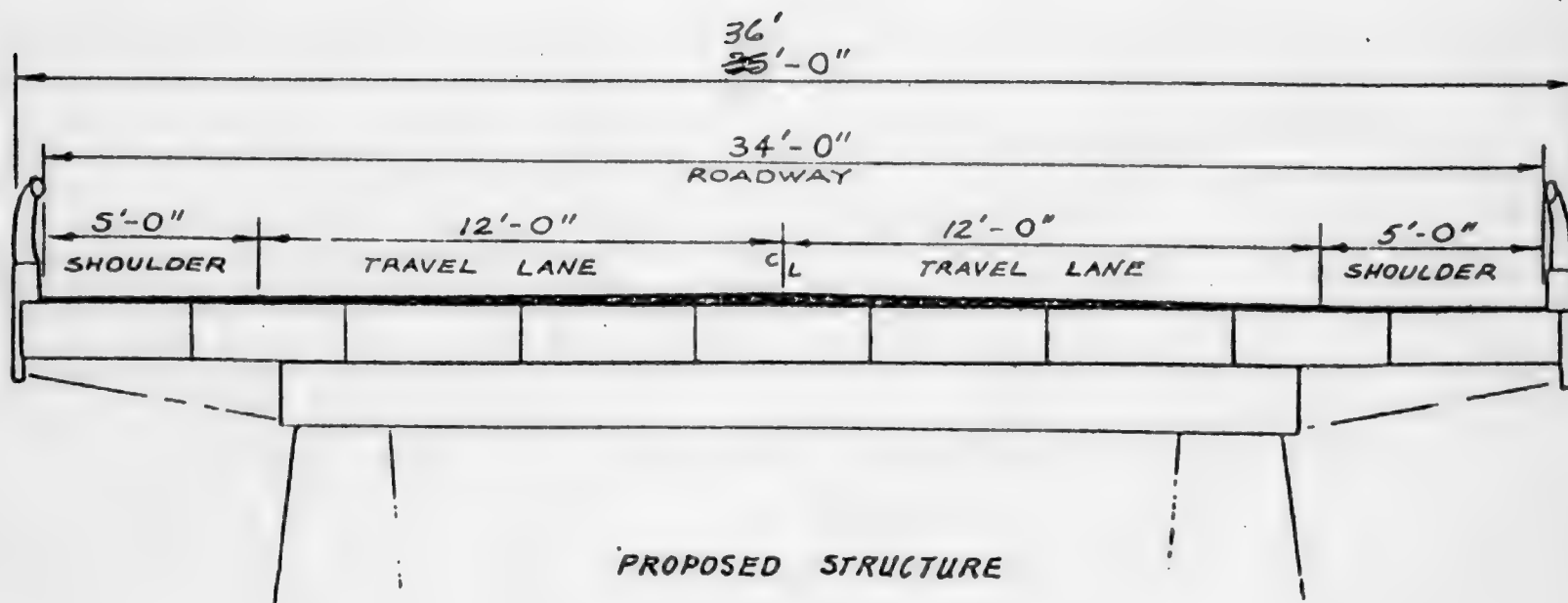
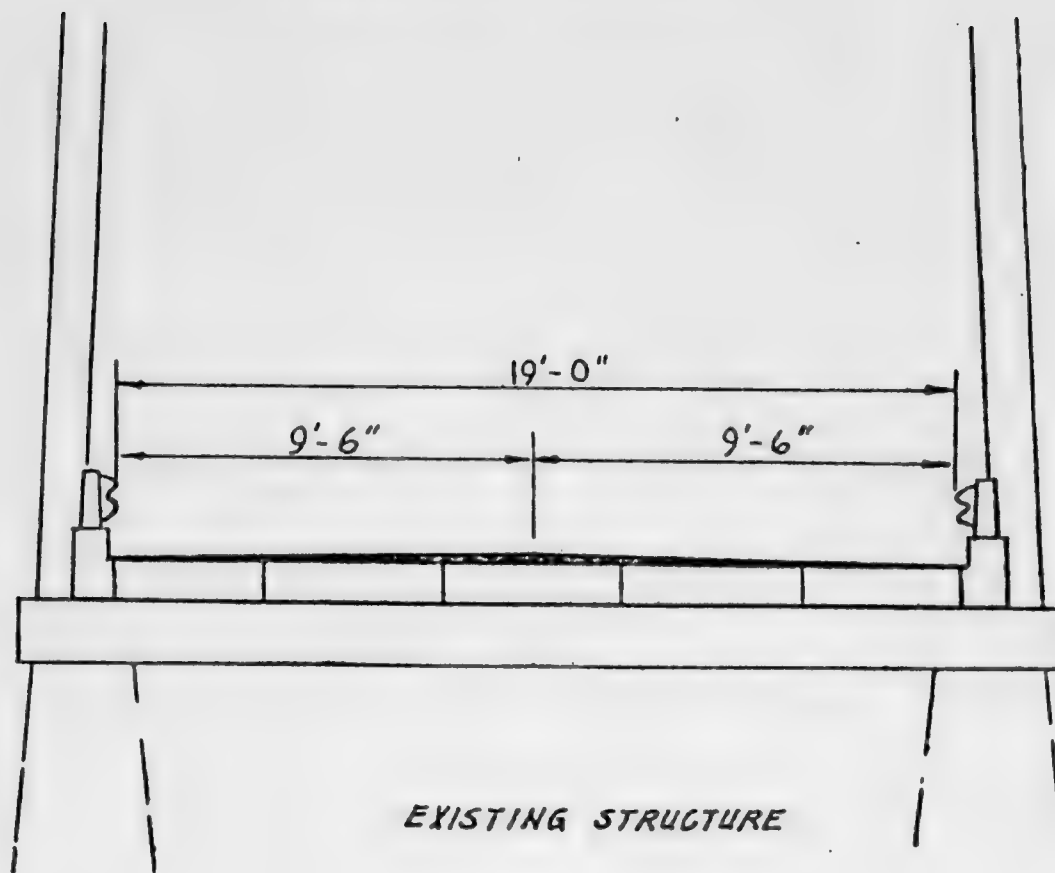
8 - PROJECT COST ESTIMATES

COUNTY	REGION	SALEM
PRELIMINARY ENGINEERING		\$ 28,900
RIGHT OF WAY		
TRAFFIC CONTROL		20,000
ILLUMINATION		
STRUCTURES \$ 520,000		1,078,000
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES Incl. above...		
PROJECT TOTAL \$ 520,000		\$1,126,900

SUBMITTED BY _____



ARMITAGE BRIDGE



March 17, 1980

Wainor Holmes

Wlett. Jones

Lane County / OREC
Hermitage Bridge

Please note Exhibit "A" page 4: Wally should supply his worksheet detailing his estimate of direct salary cost. What classifications of labor (3?) at what rates for how many hours comprise 1,496 total hours costing \$23,140? Your section cannot determine the reasonableness of the estimate any more than I can without such data.

On Exhibit "A" page 2 the overhead cost is computed at 89%, whereas the detail on page 3 shows a current rate of 92.7% to which Wally is entitled. Using the current figure would increase his estimated costs by only \$914, still within the "not to exceed \$58,000" maximum. The effect of this higher overhead figure on his stated net fee would not be significant. We would suggest, though not require, that the current figure of 92.7% be used in the estimate.

For our reference please let me know the FAP number for the preliminary engineering phase of this project.

Project No. RS-A465(2)

copy to Ayres 3-18-80.

MCH

11211
DATE: December 11, 1979

CON 19

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien, Executive Assistant
to the State Highway Engineer

SUBJECT: McKenzie River (Armitage) Bridge
Coburg Road, FAS-A465
Lane County
Your Reference: HBR-OR

With reference to your November 28 letter, Lane County has informed us that the new bridge at this location will be 40-feet wide and that they will pay the consultant PE costs. The only PE costs to be programmed for federal participation are those of the State.

cc: D. H. Moehring
Alfred Shirley, Jr.

HR:pf jh

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

Subject: Oregon Project RS-A465(2)
McKenzie River (Armitage) Bridge Section

memorandum

Date: November 28, 1979

From: G. L. Green, Division Administrator

Reply to
Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

We find that the bridge standards proposed for the subject bridge do not meet the secondary standards and the County has already incurred preliminary engineering costs prior to approval. This program appears clouded and we would expect an explanation of how you intend to proceed with the project, in accordance with Federal Regulations, before we can approve the program.

G. L. Green
G. L. Green

cc:
OSHD (D E Swan)
" (A Shirley, Reg.3)

11-30
cy

RECEIVED STATE HWY ENGR							
NOV 29 '79							
REFER TO <i>Hoehring</i>							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	
		X					

2

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE CONCRETE DIVISION - SALEM
UNITED STATES GOVERNMENT

Subject: Oregon Project RS-A465(2)
McKenzie River (Armitage) Bridge Section

memorandum

Date: November 28, 1979

From: G. L. Green, Division Administrator

Reply to
Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

We find that the bridge standards proposed for the subject bridge do not meet the secondary standards and the County has already incurred preliminary engineering costs prior to approval. This program appears clouded and we would expect an explanation of how you intend to proceed with the project, in accordance with Federal Regulations, before we can approve the program.

Original Signed By
E. J. VALACH
Program Development
Engineer
G. L. Green

cc:
OSHD (D E Swan)
" (A Shirley, Reg.3)

*11-30-79
Talked to Jack Ayres about
this. He has already talked to the
County about the 35' roadway
They want a bridge with a 40' roadway
not the 35' as in the request*



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 15, 1979

In Reply Refer to
File No.:

PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00029
Project No. RS-A465(2)
McKenzie River (Armitage) Bridge Section
Lane County

Enclosed is data for the subject project.

I hereby request the following:

- (1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of \$5,900 with an obligation of \$5,200 in federal funds.

CL:fkC

cc: A. Shirley (Region 3)

H. Reynolds

Handwritten initials and marks:

2
M
/

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-61)

11-15-79

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT DHY 400 3,900	FUTURE --	YEAR --	REGION 10	STATE NAME Oregon	ST CO
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	PL. AUTH YR	PREFIX LETTER(S)	PROJECT NUMBER
	P.E. One Bridge	52 (63)	(63) (66)	(66)	(66)	(70)	(70) (71) (72)	RS- A465	(2)

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	ROUTE NO. S	FEDERAL-AID A465	STATE Co. Rd.	U.S. --
	Rural Secondary	Lane				

CARD	LINE NO.	CHANGE FORM	PROJECT CODE	CLASS	WORK		TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES			
					TYPE	STEP			TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	(41)	(42)	(43)	(46)	(53)	(54)	(55) (56) (57)	(76)		
5					PE			0.1	5,900	5,200	350	350 (Co)
5					ROW							
5					CONST (CODE) X080		"McKenzie River (Armitage) Bridge Section"	0.1	514,100	453,178	30,461	30,461 (Co)
CARD 1	CODE 1	PREPARED BY					CL	PROJECT TOTALS		458,378	30,811	30,811 (Co)
1	14	PROGRAM APPROVAL DATES						(16)	(23) (24)	(23)	REMARKS	

10-4-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-61)

11-15-79

PROJECT LOCATION (35 typewriter spaces)		PRESENT DHW 400 3,900		FUTURE		YEAR		REGION		STATE NAME		STATE CODE		APPM CODE		ITEM NO.	
Co. Rd., Approx. 3 mi. N.E. of Eugene		ADT		---		---		10		Oregon		41		075		00029	
PROPOSED WORK (35 typewriter spaces)		DA CLASSIF.		DA AREA		EMERG. YR.		PL. AUTH YR.		PREFIX LETTER(S)		PROJECT NUMBER		SEQ. NO.		I. Projects Only POST MI. DESIG.	
the Bridge												RS- A465		(2)			
COUNTY NAME		ROUTE NO. S		FEDERAL-AID		STATE		CO. Rd.		U.S.		CODE		PROGRAM STAGE			
Rural Secondary		---		A465		Lane		---		---		039		1 OR 2			
ESTIMATED PROJECT COST BY PHASES		TOTAL ESTIMATED COST		MILES		TERMINI (Full description)		STEP		TYPE		WORK		CHARACTER OF PROPOSED WORK (Full description)			
PE		5,900		0.1		"McKenzie River (Armitage) Bridge Section"		46						ROW - 60' minimum; Access Control-none; Parking Restrictions- Partial			
ROW		5,200						53									
CONST (CODE) X080		453,178		0.1													
PROJECT TOTALS		520,000		0.1													
CL		458,378															
REMARKS		30,811		30,461		30,461 (Co)		30,811 (Co)									
10-4-79																	

-over-

McKenzie River (Armitage) Bridge Section
Project No. RS-A465(2)

Existing Facility: 534-foot steel truss bridge on concrete piers with roadway width of 19 feet.

Adjacent Sections:

N.End --- 22-foot A.C surface with 4-foot oiled shoulders
S.End --- 22-foot A.C surface with 4-foot oiled shoulders

Project Data: Work under this project consists of the following:

- 1) Preliminary engineering all phases including utility preparatory work.
- 2) Remove existing steel truss and construct on existing piers a 534-foot reinforced concrete slab span structure with 36-foot roadway for two 12-foot travel lanes with 5-foot shoulders. Grade & pave roadway approaches. Adjust utilities as required.

Note: Lane County is accomplishing the majority of the preliminary engineering by consultant engineer at their expense.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved

FHPM 4-1-4 Requirements: Exempt from A-95 review

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on June 9, 1978.

FHPM 7-7-5 Requirements:

- a) Public Hearings -- Not required under Oregon Action Plan
- b) Location/Design -- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 4
2) Included in FY '80 Annual Program in Preliminary 6-Yr Highway Improvement Program on Page 106.

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section McKenzie River (Armitage) BridgeDate July 16, 1979Highway Coburg Road (FAS - A465)Authorization No. 1County LaneSurvey Prefix 520-1958
(Assigned by Salem office)

Description of termini, route, length, etc.:

North of Armitage State Park over the McKenzie River on the Coburg Road at MP
4.87 (Length of 0.1 mile)

Purpose of survey:

To monitor the preliminary engineering needed to replace existing structure
over the McKenzie River on this county road.

RS-A465(2)
4-22-80

FAS-C

Estimate of cost:

Resident Engineer	(901)	\$ 2,000
Consultant Fees	(904)	23,000
Final Design	(905)	500
Bridge Design	(906)	2,000

Soils & Geology	(910)	300
Utility Liaison	(914)	100
Project Management	(920)	200
Specifications	(921)	500
Adm. Serv. (Eng)	(922)	200
Found. Investigations	(926)	100

INSTRUCTIONS

Submit four copies to Salem. After approval by the
Assistant State Highway Engineer, one copy will be sent to
the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey
until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . \$28,900

Previous authorization . . .

Additional authorization requested . . .

Additional authorization approved (Salem) . . .

Total all authorizations approved (Salem) . . .

Requests made by:

Recommended for Approval:

Field Engineer

Regional Engineer

Recommended for Approval:

Frank E. Perpin
Location Engineer

Approved:

E. J. Thun
Assistant State Highway Engineer

SP-23604-734

RECEIVED

SEP 21 1979

LOCATION

June 20, 1979

Mr. Al Driver, Director
Department of Public Works
Lane County
Courthouse-Public Service Building
Eugene, OR 97401

CMC CONTRACTS and
AGREEMENTS No. 7013

Dear Mr. Driver:

Attached for your files is a fully executed copy of
an agreement concerning construction of the McKenzie River
(Armitage) Bridge Section of Coburg Road in Lane County.

We are retaining a fully executed copy of this
agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkf

Attachment

bc: Dorland Swan (agreement attached)



STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

FROM: *[Signature]*
D. E. Swan
Federal Aid Engineer

SUBJECT: Proposed FAS-C Project (Safety)
Lane County

DATE: May 24, 1979

Lane County requests an FAS-C construction project on the Armitage Bridge over the McKenzie River on Coburg Road FAS-A465, at an estimated cost of \$520,000. The structure is to be reinforced concrete bridge, approximately 534 feet long with a roadway 36 feet in width. Also, widen and surface the approaches to the structure. There is adequate right-of-way. Shoulders are to be used as bikeways. No utilities is attached to structure. Engineering by consultant. See attached sketch for location. In summary:

<u>Jurisdiction</u>	<u>Section</u>	<u>Total Est. Cost</u>	<u>Federal Funds</u>	<u>State Share</u>	<u>Local Share</u>
Lane County	McKenzie R. (Coburg Rd.) Bridge - Structure FAS A465	\$520,000	\$457,000	\$31,200	\$31,200

The region and this office investigated the proposed project confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

Approved

[Signature]
State Highway EngineerDate 5/29/79

*5-29-79
orig. to Head
of Region*

D. E. Swan-Please process and update PMS
cc w/attachment:

F. B. Klaboe	J. B. Boyd
E. S. Hunter	R. Trygstad
D. H. Moehring	G. Potter
C. T. Keasey	D. O. Christensen
R. L. Schroeder	J. Sullivan
L. W. Rulien	F. W. Yarbrough
George Bell	George Wills
J. H. Versteeg	Jerry Maness
L. E. George	Frank Lowe
F. E. Terpin	Region 3:
W. T. Hart	Al Shirley
	Jack Ayres
	Virgil Wilson

RECEIVED DOT DIRECTOR						
JUN 8 '79						
REFER TO						
FOR						
Info	Inve	R/D	D/R	Sign	Act	File





Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1979

Mr. William Penhollow
Executive Assistant
Association of Oregon Counties
P.O. Box 12729
Salem, Oregon 97309

SUBJECT: Project Advancement
FAS-C Program

Dear Mr. Penhollow:

At the Transportation and Parks Committee meeting May 11 and the Technical Advisory meeting May 17, I reported advancing May 1, under the master FAS-C Agreement, commitment of eight (8) rank order FAS-C projects to construction. These involved the following counties:

Jefferson	Polk
Baker	Sherman
Douglas	Wallowa
Deschutes	Coos

In addition, I indicated 2.6 million dollars of committed FAS-C projects cannot make it to construction in the 1980 Federal Fiscal year. Based on this I further recommended committing the seven (7) remaining FAS-C applications to construction. Most of these seven (7) are in various stages of preliminary engineering. Advancing the seven (7) projects to construction will result in a 1980 over commitment of 1.7 million dollars. It will possibly result in some low priority counties being committed to construction in advance of some potentially higher ranking applications later in the year. These future applications, however, can still be authorized for preliminary engineering. The necessary lead time for their development should preclude delaying their construction.

Mr. William Penhollow
May 21, 1979
Page 2

These seven (7) counties recommend for construction commitment, beyond the master FAS-C Agreement, are:

Lane ✓	Marion
Benton	Union
Umatilla	Lake
Jackson	

Please note that potentially the Douglas, Coos, Union and Lake County projects may be bid in 1979. This will result in nearly full obligation of the 1979 FAS-C funds at the end of the Federal Fiscal year. If any of the other FAS-C projects scheduled for bidding in the next few months overrun their current estimate, we may need to postpone one of these projects from say September to October of this year. Likely, this will not happen, but in all fairness it needs to be pointed out.

Both of your committees approved this concept, of going beyond this master FAS-C Agreement and committing the 7 preliminary engineering projects to construction. It is appropriate to state this in the record by your signing and returning a copy of this letter. We will withhold the Lake County project until your Board of Directors authorizes an advancement of funds greater than 5 years.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Engineer

GWW:pf

APPROVED BY

William Penhollow

William Penhollow, Executive Assistant
Association of Oregon Counties

Date May 24, 1979

Lane County

Subject Armitage Park Bridge Agreement File No. FHS-A 465

Received (call) (~~visit~~) from George Price

Address

Made (call) (visit) to	Phone
------------------------	-------

Reason for contact and general discussion: His County Attorney wanted
several changes to match Dexter Lake Agreement:

- | | J Holmes | Wimmer |
|-------------------------------------|----------|--|
| | Ok | Ok |
| 1) Right to reject over 10% | | |
| 2) Deposit 50% diff FF & Est & Cont | " | Need to cover 100% |
| 3) Specify max FF | " | County funds
Explained why he
may not want to limit
the need to take
rec and samples |
| 4) They test | | |
| 5) 30 days instead of 20 | | We need some time too |

They'll modify agreement, sign and return for further consideration.

Signature A. James

File () () () () ~~()~~ ~~()~~ ()
Circulate: PMF LGE OPE ~~FAE~~ ~~CCE~~ OM ~~Other~~ ³Orange ⁴Holmes ⁷Reynolds

RS-A465(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date MAY 17, 1978
 Section McKenzie River (Armitage) Bridge Unit (if appl) _____
 County Lane City North of Eugene
 Highway FAS-A465 Coburg Rd. (FASC) Hwy. No. FAS A 465
 Termini: M.P.(if appl) m.p. 4.87 Length 0.10 mile
 Region 3 Construction Estimate \$520,000
 Program Amount

B. Purpose of Project: To replace an old, narrow steel truss structure which has inadequate load bearing capacity with a precast concrete slab bridge of sufficient width and weight capacity for current and expected traffic.

C. Origin & History of Project: The existing 2-span steel truss bridge was built approximately 40 years ago, and was designed for 30-ton loads. Coburg Road has been on the Federal Aid Secondary System for a number of years. In 1976 Coburg Road was designated as a rural major collector beginning at the subject bridge. Existing accident data shows that there have been at least 5 reported motor vehicle accidents, one of them fatal, on the bridge since 1971. In 1975 both north and south bridge approaches were reconstructed, providing for the easy addition of concrete slab sections to widen the approaches consistent with future bridge width.

D. General Description of Project: Coburg Road would be closed to traffic in the immediate area and detour routes posted (total minimum closure time 120 days). The steel structure and bridge deck would be removed; approaches would be widened and the new preformed concrete slab sections placed on the existing piers and fastened to existing approach slabs. Installation of traveling surface, guardrails, etc., complete major project elements.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs (2) 5ft; Parking 0

Traffic: Existing Facility: Existing ADT 3900; Projected ADT 5800; Yr. 1988

Existing Level of Service E

Proposed Facility: Projected ADT 5800; Yr. 1988

Projected Level of Service B

Right of Way: Additional anticipated No; if yes, give approx. No. Parcels _____
Yes, No

Acres _____; Type of Relocation Req. _____; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

No fill required. Most of the existing structural materials expected to be salvaged for reuse; otherwise all demolition and construction debris to be disposed of in accordance with Standard Specifications for Highway Construction (Oregon, 1974).

Type of Structure(s):

Precast concrete deck placed on existing concrete piers.

Brief Description of River or Stream and Type of Involvement, if any:

Project location is McKenzie River mile 7.3, about 3 miles upstream (east of) the present confluence with the Willamette River. McKenzie River in this area is approximately 175 ft. wide, relatively shallow, and with moderate flow. With the existing piers used, there will be no additional or new intrusion into the waterway.

Local City, County or COG priorities of project:

A high priority project to upgrade the County road system and correct a long recognized hazardous location created by restricted bridge width.

FHWA and/or OSHD approvals given, if any:

First Application

Location or Design Alternatives (identify and describe):

In early project inception the following alternatives were considered but rejected. All location alternatives are restricted on the east by Woodburn Branch Line of S.P.R.R. and the I-5 Freeway. (1) A new alignment immediately to the west would avoid bridge closure but require acquisition of some Armitage State Park property and placing new piers in the river. (2) Crossing alternatives farther west would require realignment of Coburg Road from intersection of County Farm Road approximately 0.5 mile to the south, and a new bridge crossing. (3) Still farther west, Locke Road (from the south) and Clarke Road (from the north) could be extended for a new crossing, but would entail major costs of road construction as well as crossing at a wide portion of the river. (Numbers refer to alternatives on attached map.)

Other Descriptive Information or Comments:

Coburg Road is a heavily used bicycle touring route, and for this reason, sufficient shoulder width is being provided for bicycle travel.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Topography of the area is marked by a transition between the generally flat Willamette Valley floor surrounding most of the project area, and the Coburg Hills rising immediately to the east. Other than the hills, the McKenzie River is the most commanding natural feature as its generous expanse flows through an open landscape toward the west. The river's waters are clear and flow over a gravel bed. Banks on the south shore rise sharply 20 to 30 feet while on the north a more gentle rise occurs and is topped by a rock revetment. Predominant vegetation in the immediate area includes wild grasses, blackberry, alder and vine maple. Larger trees (maples and conifers) occur in Armitage State Park immediately southeast of the project. The natural landscape to the northeast is highly modified by a large road cut for Interstate 5 on the west approach to the Coburg Hills. On the west side of Coburg Road north of the river, land is grass covered or cultivated. Animal species include a variety of common small land mammals found in proximity to a human environment. A number of fish species occur in the Lower McKenzie including Chinook salmon and cutthroat, rainbow, and steelhead trout. There are no unusual natural environments in the area, nor are there any rare or endangered species.

2. Cultural: Armitage State Park is located on approximately 52 acres immediately west of the project on the south side of the river. It received over 500,000 visitors during the 1977 season, mostly from the Eugene-Springfield area and not taking access over the subject bridge. Development to the east of the project is dominated by the Woodburn branch line of the Southern Pacific Railroad. This portion of the line is unused and Southern Pacific has applied for its abandonment. The project area includes the railroad bridge over the river, built about 1870, and listed in the Statewide Inventory of Historic Sites and Buildings. It has been determined to be eligible for inclusion in the National Register of Historic Places. Slightly farther to the east is a county road, McKenzie View Drive and beyond that, Interstate 5. The balance of land within the project area is occupied by small farms with untilled meadows or planted in orchard or row crops. A boat landing off McKenzie View Drive attracts people to the river immediately adjacent to the bridge's east side and in good weather the river in this area is a popular site for boating, canoeing, and fishing. The only residence within view of the bridge is located north along Coburg Road about 800 feet distant. Otherwise the area has a very low level of development. Other than frequent passage of vehicles on Coburg Road itself, the heavy traffic on Interstate 5 is the major contributor to noise in the area. I-5 is at a higher elevation and almost constant traffic noise is reflected off the face of the high road cut and broadcast over the area. The Armitage Bridge is heavily used by bicyclists on recreational rides to Coburg or east along McKenzie View Drive.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way to be acquired.

- 2. Estimated Impact on Traffic Patterns:** Limited to the construction period-120 days. Armitage Bridge would be closed and traffic would be rerouted to I-5 immediately to the east. Primarily affected would be through traffic between Eugene and Coburg. McKenzie View Drive traffic going to Eugene or vice versa would need to loop through Coburg to get to I-5. In the long term the project will not have any affect on traffic patterns.

Consequences--Air Quality, Noise, Safety, etc.:

Primary consequence of project an increase in safety to the motoring and bicycling public. During construction period, the impact on traffic patterns will not cause significantly higher traffic in any areas sensitive to noise, air quality, etc.

3. Estimated Impact on Land Use:

This project is for the replacement of an existing structure within existing right-of-way and will have no long term impact on land use. During the construction period, Armitage Park will be less accessible from the north, and the boat landing will be less accessible from the south.

Consequences:

Small proportion of Armitage State Park users coming from the north may be influenced to visit alternate facilities during the construction period. Less use of this McKenzie River unimproved boat landing during the construction period.

4. Expected Impact on Natural Ecological Resources:

Existing piers would be used and no additional ones added in bridge construction. There would be no work in the river and contract provisions would prohibit dumping and prevent spillage in the river. There are no wetlands impacted by the project.

Consequences:

Compliance with State Fish and Wildlife requirements that (1) no operation of equipment be allowed in the stream (2) turbidity and sedimentation downstream be prevented during bridge removal and construction and (3) that chemicals, fuels and other potential pollutants be stored away from construction site, would prevent adverse consequences.

5. Expected Impact on Cultural and Scenic Resources:

During construction an impediment to Armitage Park access from north, and north bank of river from south; also an interruption to bicycle use of this part of Coburg Road. Removal of the steel structure next to the historic railroad bridge.

Consequences:

Possible slight decrease in visits to Armitage Park and recreation on this part of river during construction period. Removal of the present bridge and construction of a low-profile concrete structure would make the historic railroad bridge more prominent and allow it to dominate the scene. Removal of the Armitage Bridge would in no way endanger or physically affect the railroad bridge.

6. Preliminary Identification of Areas of Critical Concern:

Avoidance of any impacts to:

McKenzie River

Armitage Park

the historic railroad bridge

(no impacts are forecast)

7. Potential for Controversial Issues:

Inconvenience to a limited number of motorists, primarily from a few houses located on McKenzie View Drive who would be required to detour via I-5 (approx. 4 miles additional) to go to Eugene during construction period. Effects of detouring to I-5 for most other travelers not significant.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable.

b. Noise Standards

Locally diminished noise level during road closure but no overall change once road reopened. A noise study report is required.

c. Water Quality Standards

Can maintain standards with adequate precautionary measures specified in contract. No actual working in waterway.

d. Area Land Use and Transportation Plans, and Zoning

Consistent

C. Recommended Type of Action and Documentation:

-----MAJOR ACTION-----

-----NON-MAJOR ACTION-----

SIGNIFICANT:

NON-SIGNIFICANT:

___ D & FEIS

___ D & F Neg.Dec.

X ASSESSMENT ONLY

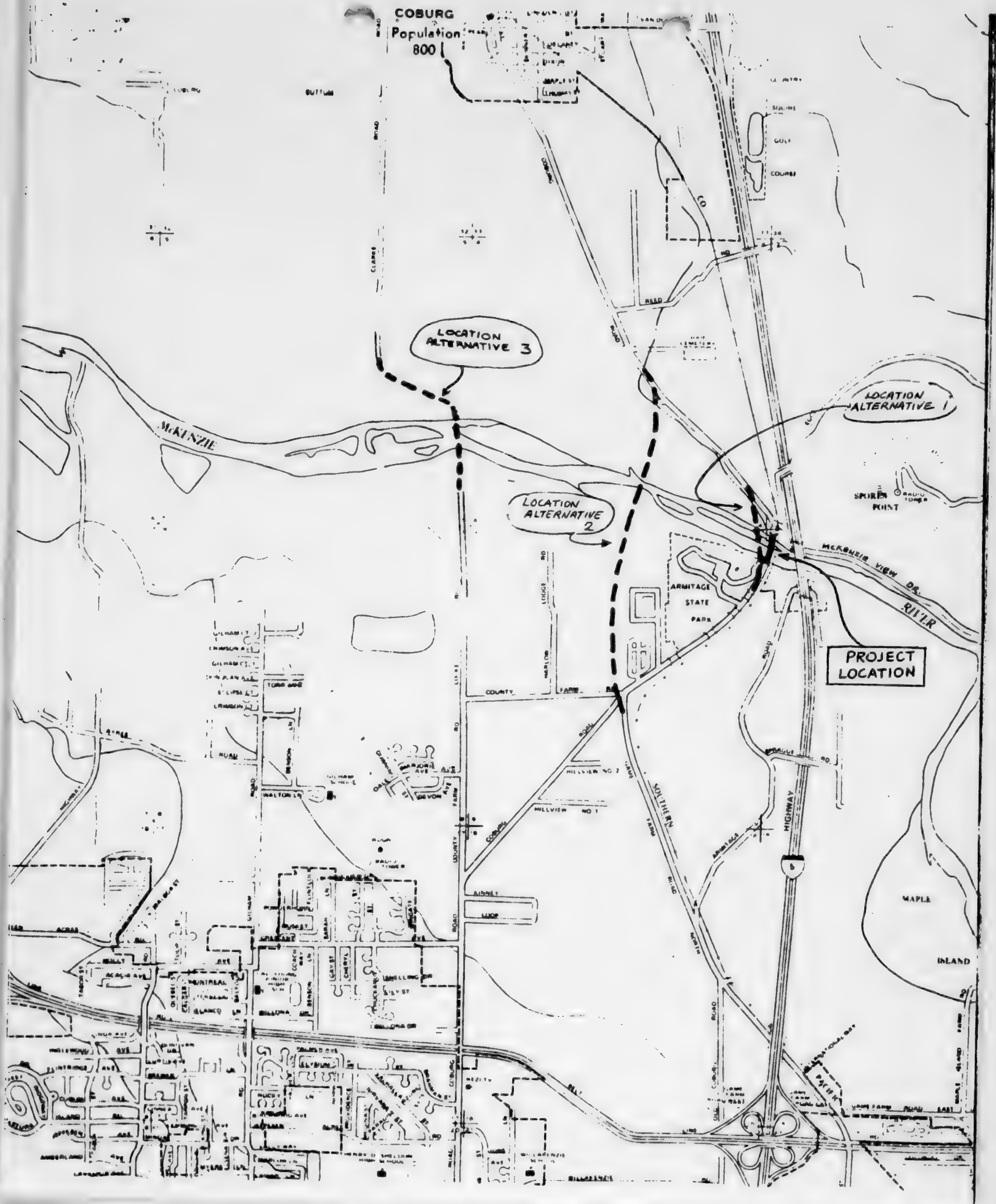
___ Section 4(f)

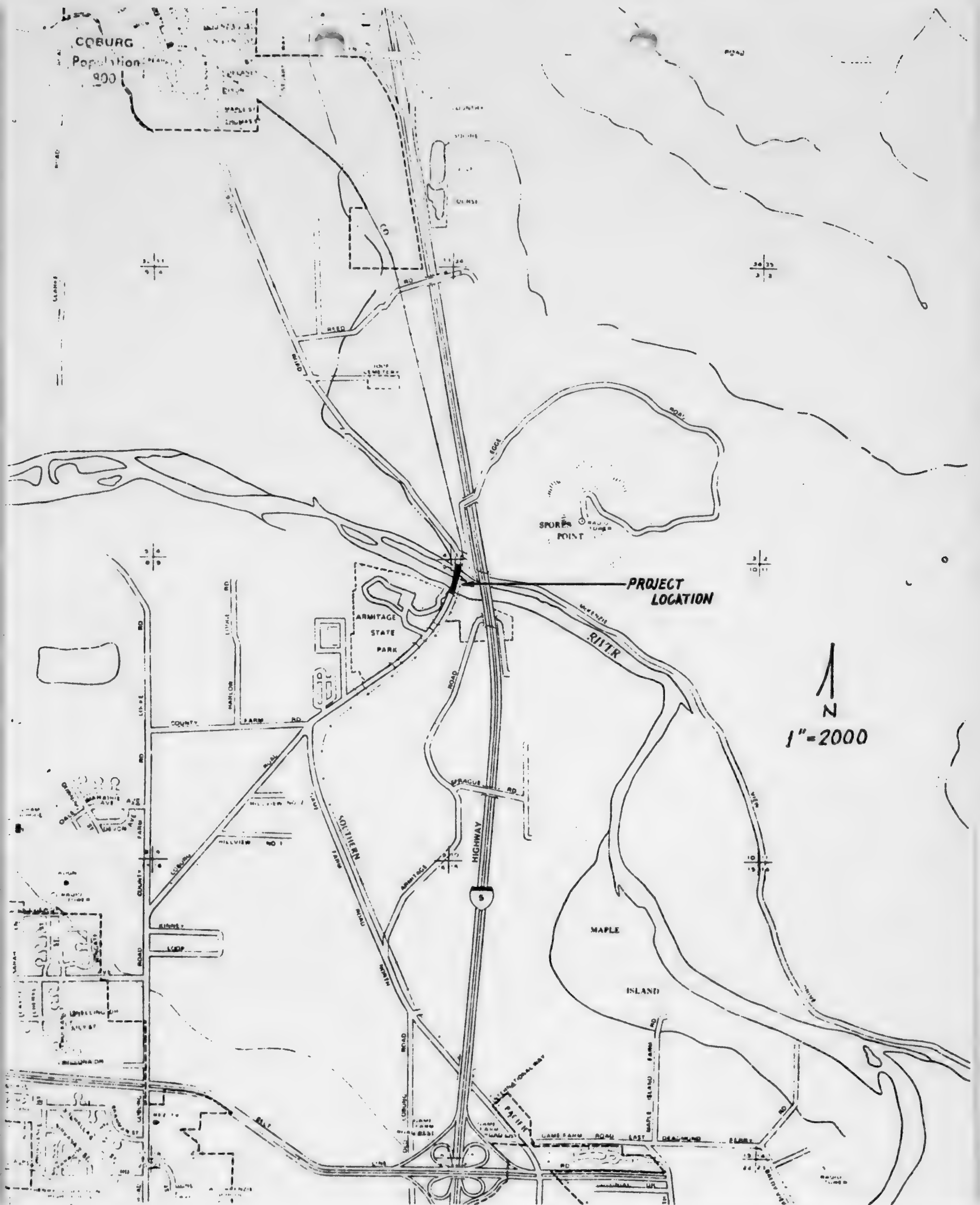
___ Section 4(f)

___ STATEWIDE ASSESSMENT

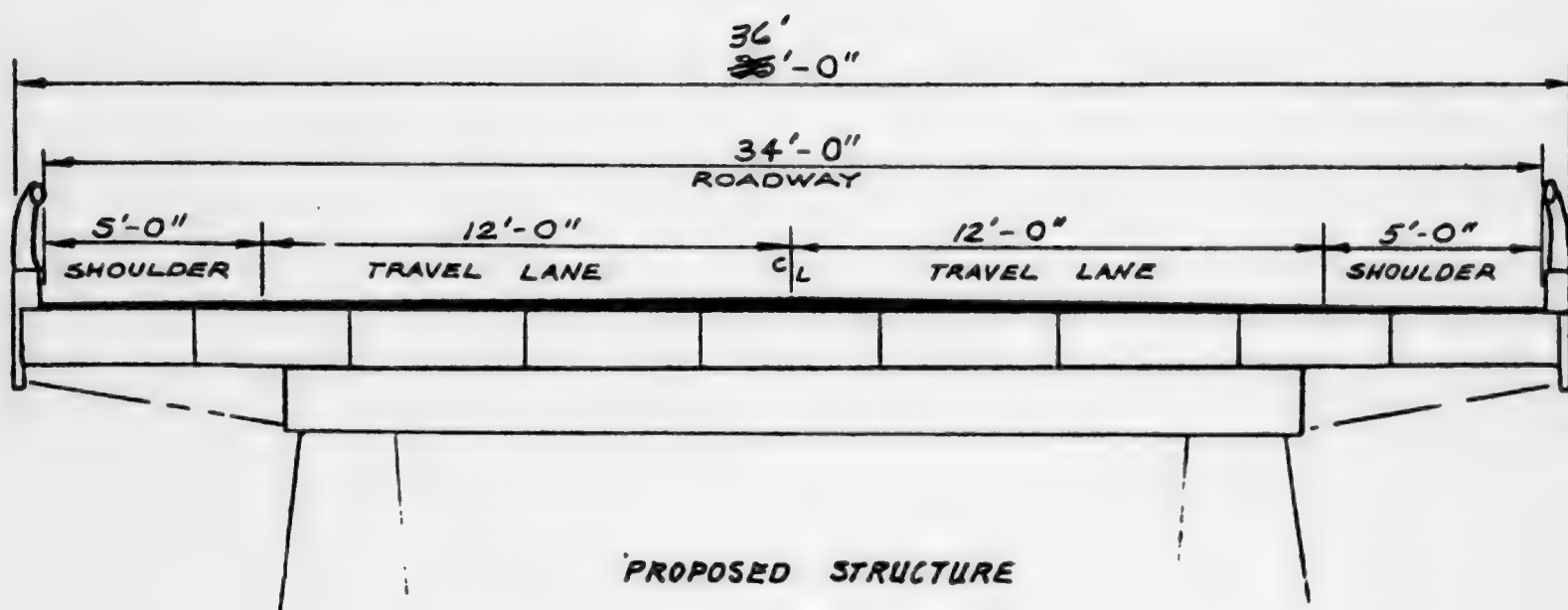
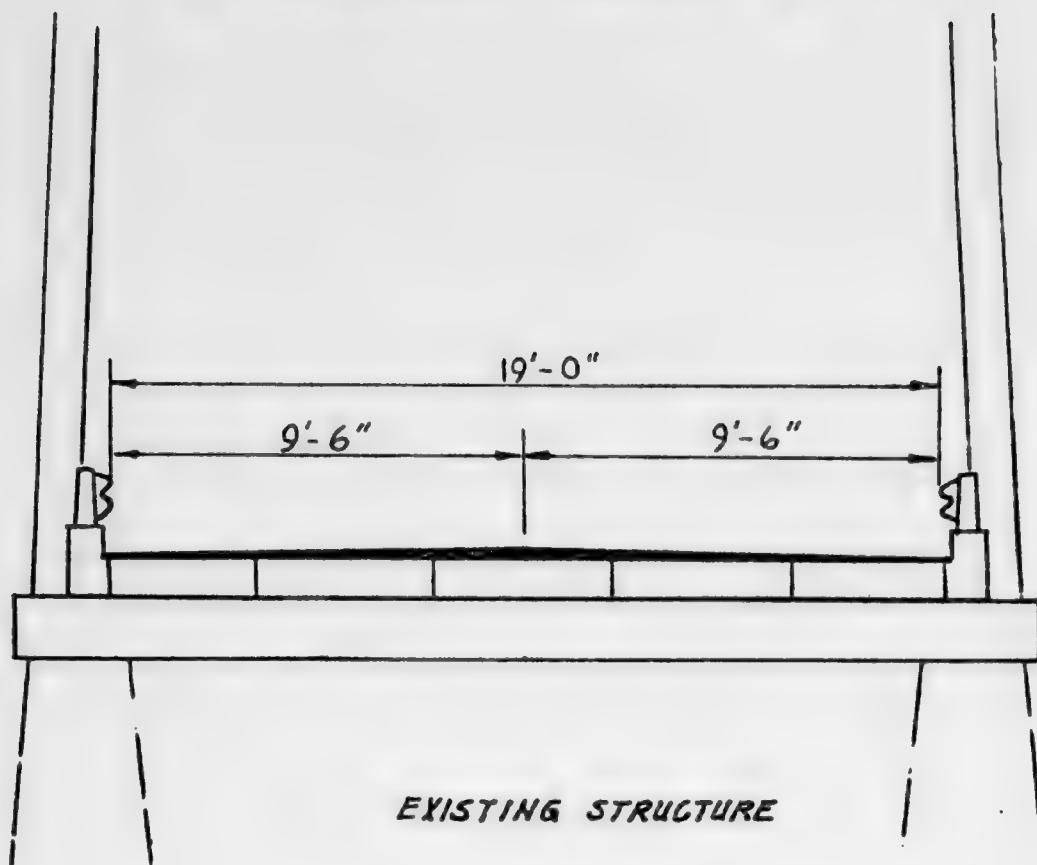
Basis for Type of Action and Documentation:

D. Recommended Project Category: ___ 1 ___ 2 X 3 ___ 4





ARMITAGE BRIDGE





Department of Transportation
HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PR0 6

Mr. Al Driver
Director of Public Works
Lane County
125 E. 8th Ave.
Eugene, OR 97401

April 28, 1978

Dear Mr. Driver:

This will acknowledge receipt of your project request on Coburg Road, FAS A-465 for reconstruction of Armitage Bridge.

By a copy of this letter I am transmitting this document to the Program Management Unit for processing under the preliminary engineering phase. I might add here that at present, funds are not available due to others higher on the priority funding list, but this can change.

*Consultant -
County will pay.
No Fed. Part.*

The assessment is being given to Mr. Engelmann, Regional Environmentalist for processing and review.

We will keep you informed as to the progress of this project.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

By JACK AYRES
Acting Regional Federal-Aid Engineer

JA/cao

cc: D.H. Moehring
Walter Hart
Dave Jones
Ellis Jones
Eb Engelmann

PROJECT MANAGEMENT

EC ☒ CCE ☐ OM ☐
LOC ☒ FAE ☐ OPE ☐
MAY 1 1978

*Proceed with PE project
unless you have some
reason to recommend to me,
otherwise.*

FEDERAL AID PROJECT REQUEST

Date April 18, 1978

Applicant Agency LANE COUNTY

Request for: Off-System, FAS-C X, FAUS Project

Federal Aid Route No. FAS A465 Route Name COBURG ROAD (ROAD # 1500)

Project Name Armitage Bridge Reconstruction (17-3w-9)

Project Length 0.10 mile

Project Location (Attach sketch map)

Project Description Replace an existing 2-span steel truss structure built approximately 40 years ago with a pre-cast concrete slab structure of sufficient width and load bearing capacity for current and expected traffic.

Average Daily Traffic 3,900

Design Speed 30 m.p.h. on bridge and curves near approaches.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 19 feet Travel Lanes (2) 9 feet Shoulders none

Medians none Parking none

Sidewalks none

Remarks Existing width measured between guardrails.

2. Desired Roadway Cross Section: (Attach sketch)

Width 34 feet Travel Lanes (2) 12 feet Shoulders (2) 5 feet

Medians none Parking none

Curbed no Length Curb Radii

Sidewalk/Bikeway bikeways on 5 foot shoulders

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 feet Maximum 60 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes No X

3. Will additional right-of-way be needed? Yes No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No

Remarks Project spans McKenzie River. Existing right-of-way was sufficient to rebuild the approaches in 1975.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

2. Proposed Signalization: No signalization proposed

Location _____

Type _____

Phases _____

Type of Suspension _____

Interconnected _____

Remarks _____

3. Permanent Signing:

Include in project or by applicant? _____ by applicant

4. Permanent Striping:

Include in project or by applicant? _____ by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

_____ none

2. Proposed Illumination: No illumination proposed

Location _____

Type _____

Remarks _____

V. STRUCTURE DATA

1. Existing Structure:

Location M.P. 4.87 on Coburg Road crossing of McKenzie River

Type Two-span steel truss bridge on concrete piers

Approach Roadway Width 22 feet Shoulder Width 4 feet paved

Length 534 feet Width 19 feet curb to curb; 22 feet outside

To remain in place? No - to be replaced

2. Proposed Structure:

Location same

Approximate Size: Length 534 feet Width 36' 4" / 35 feet

Are sidewalk/bikeways desired: Yes: 5 foot bikeways on shoulders

Are any utilities to be attached to structure? no

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? no

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____

Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks The Woodburn Branch line of the Southern Pacific Railroad
(portion requested for abandonment) parallels Coburg Road approximately
75 feet to the East, but does not cross.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Lane County Department of Public Works
Office

2. Environmental _____
Office

3. Public Hearing _____
Office

Remarks Transportation Planning Engineer (503) 687-4491

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State _____ Consultant X

2. Project construction engineering to be performed by:

Applicant _____ State _____ Consultant X _____

3. Will applicant perform any work prior to or after award of contract?

Yes _____ No X _____

If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	\$	-
Right-of-way costs (if participating)		-
Traffic control		-
Illumination		-
Structures		520,000
Railroad		-
Other _____		-
Preliminary engineering		-

PROJECT TOTAL \$ 520,000

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or _____ LANE _____ COUNTY

By _____

By Al Drenier

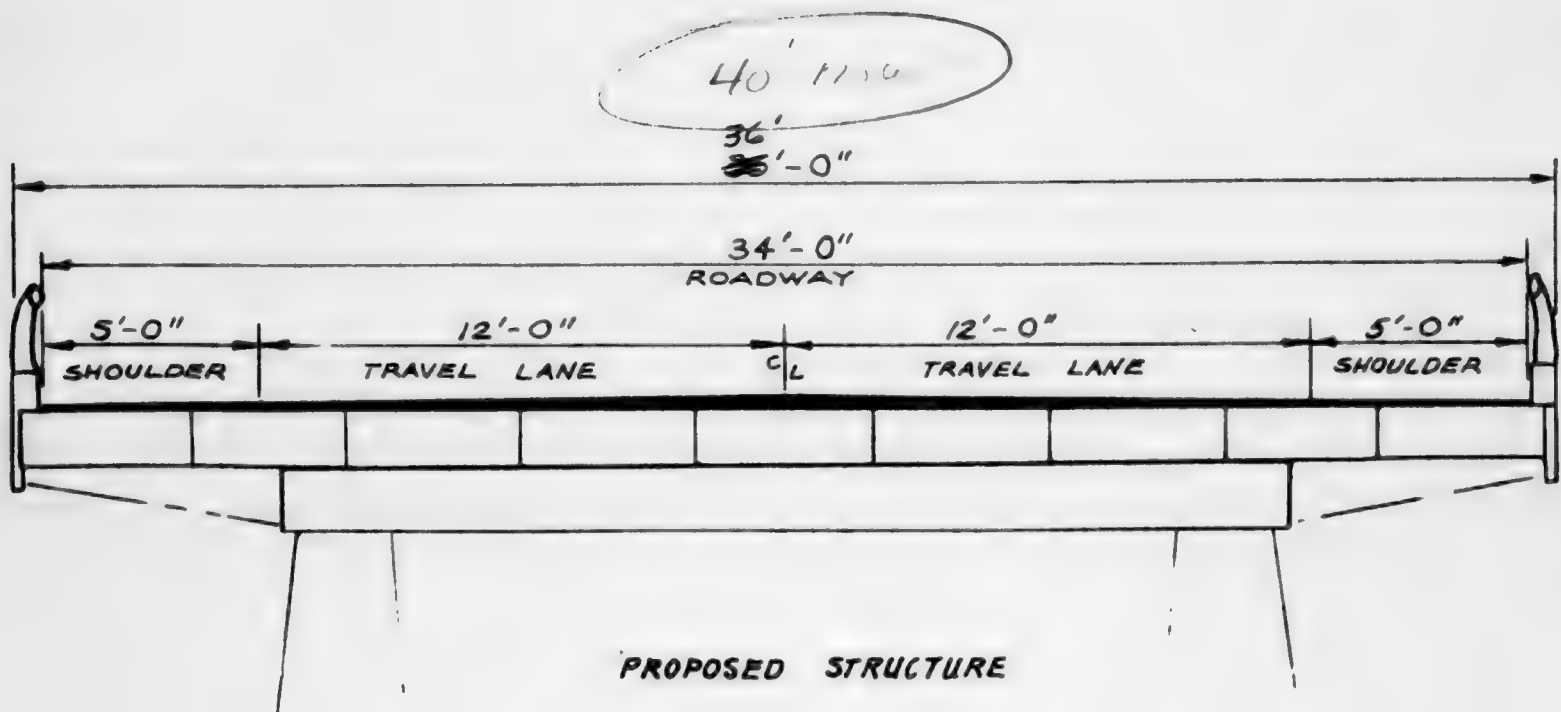
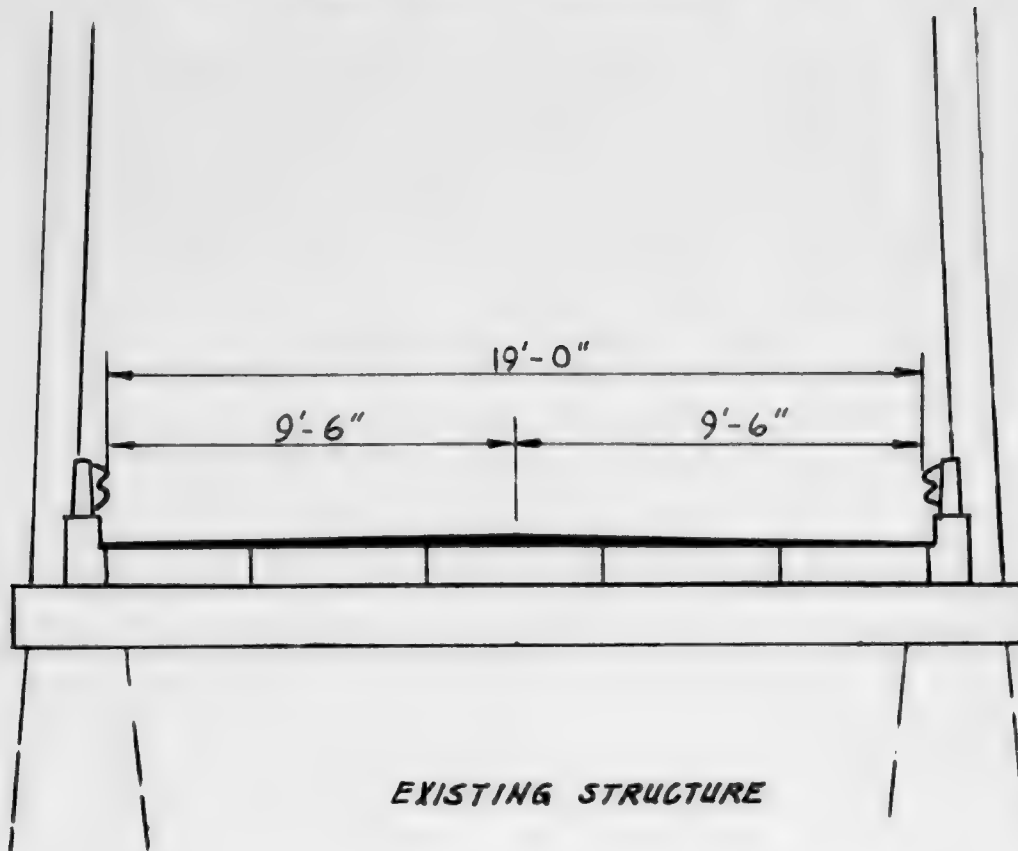
By _____

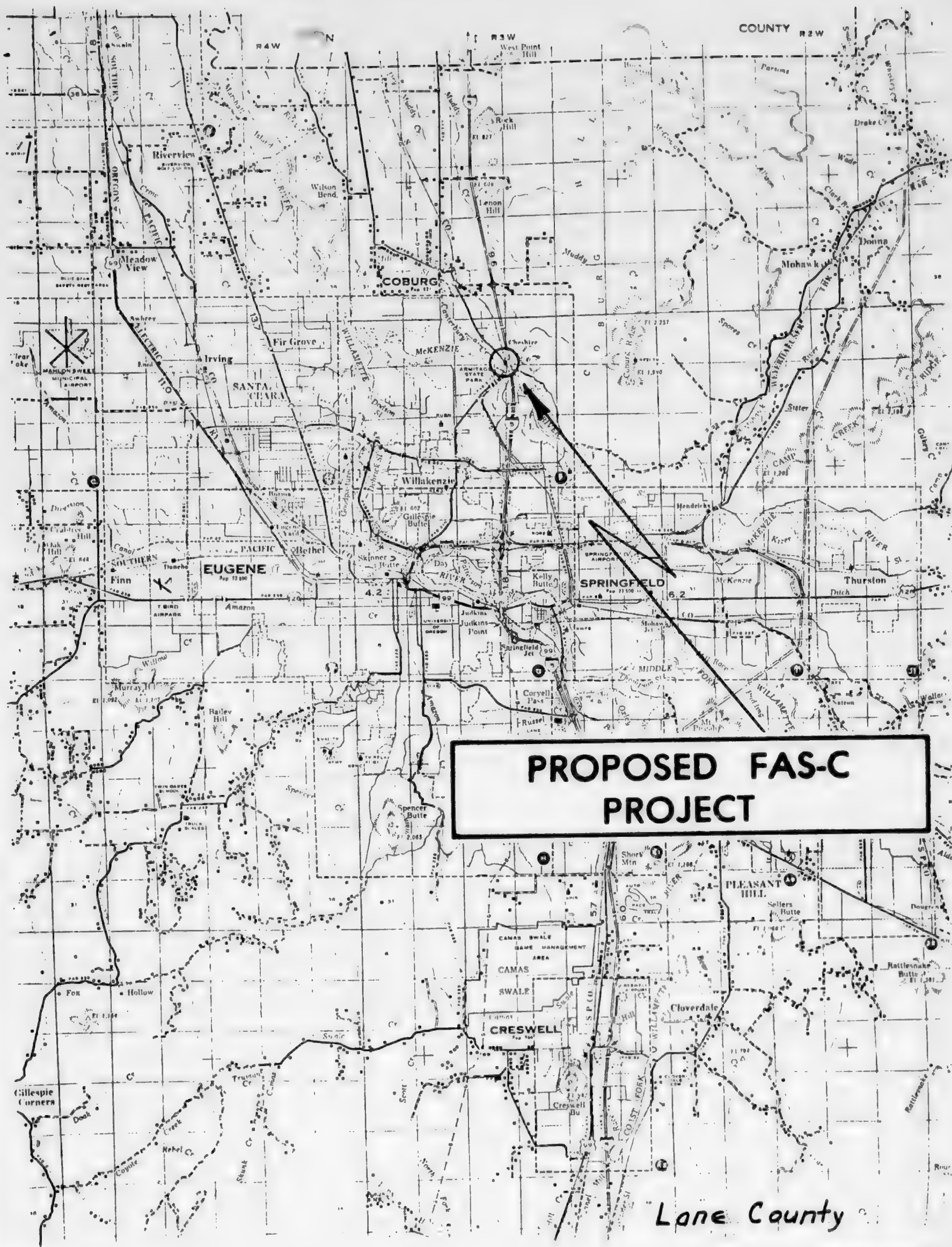
By Public Works Director

By _____

520,000 + 10% = 572,000

ARMITAGE BRIDGE





PROPOSED FAS-C PROJECT

Lane County

1983 Nesika Beach Slide of the 9679
Oregon Coast Hwy. (Grad., pav., and
slope protection)

72-17 jc

cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation Federal Highway Administration				FINAL ACCEPTANCE REPORT		RECEIVED STATE HWY ENGR	
REGION NO. 10	REPORT NO. 9	COUNTY Curry	DIVISION Oregon	PROJECT NO. ER-329(4)		JUN 9 '88	
DATE OF REPORT June 5, 1986	REPORT MADE BY W. N. Bryant, Area Engineer		COMPLETION DATE (Actual) 9-19-84		ACCEPTANCE DATE BY CONTRACT AGENCY November 6, 1985	TIME ELAPSED 115 %	CONTRACT TIME SCD 6-30-84
LOCATION U. S. 101, 17.0 miles South of Port Orford ECL				The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over \$500,000) A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.			
REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.							
NESIKA BEACH SLIDE OREGON COAST HIGHWAY Grading, Paving & Slope Protection							
This project provides for the restoration of a section of the Oregon Coast Highway (US 101) damaged during the heavy rainfall and high tides with extreme wave action that occurred during the period January 28 and March 14, 1983. The work included the construction of roadbed grading (287,000 c.y. embankment), aggregate base (9500 tons), asphalt concrete pavement (7800 tons), and 300,000 tons of slope protection (118,000 tons primary cover stone; 61,150 tons secondary cover stone; 45,100 tons class 2000 riprap; and 75,750 tons of class 50 riprap), plus the installation of 52,250 square yards of geotextile fabric. A contract in the amount of \$3,827,235 was awarded to Bracelin-Yeager Excavating and Trucking Inc. of Coos Bay, Oregon on 7-14-83. Work began on 8-4-83 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on 9-13-84 at a final cost of \$5,607,389.62 which includes \$4,699,371.57 for original bid items work, \$496,052.01 for work completed under approved Price Agreements, \$6,525.00 liquidated damages covering 14.5 days overrun in contract time, \$199.55 for approved Force Account work, \$1,760.40 for approved State Force work, and \$116,531.09 for construction engineering. All major or significant overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division Office copy of this report.							
ACCEPTANCE OF PROJECT IS RECOMMENDED				ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION			
SIGNATURE <i>W. N. Bryant</i>				SIGNATURE <i>G. K. Houser</i>			
TITLE Area Engineer		DATE 6-6-86		TITLE Field Operations Engineer		DATE 6/6/86	

NOTED
W. E. SCHWARTZ

- WNB -

November 15, 1985

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9679

Contract No. 9679 awarded to Bracelin-Yeager Excavating and Trucking, Inc. for work on the Nesika Beach Slide Section of the Oregon Coast Highway in Curry County was completed on January 21, 1985 and accepted by the State Highway Division on November 6, 1985.

Final payment in the amount of \$4,999.99 will be released to the contractor after November 20, 1985. The total contract amount is \$5,189,098.13 including \$199.55 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Bracelin-Yeager Excavating and Trucking, Inc.
3055 Ocean Boulevard
Coos Bay, OR 97420

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

FKN:arc

NOTED ON CARD

11-15-85 arc

rll U. S. DEPARTMENT OF TRANSPORT ON FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. ER-329(4)																																				
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See Below																																				
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		4. PROGRAM NO. 5. ITEM NO. ER-4																																				
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon		2A. COUNTY NAME Curry																																				
7. DATE AUTHORIZATION EFFECTIVE 10/12/84		8. FEDERAL ROUTE NUMBER Primary 2																																				
9. STATE ROUTE NUMBER Primary 9		10. GENERAL LOCATION: Nesika Beach Slide Section																																				
11. GENERAL DESCRIPTION OF WORK Furnish and install bi-directional yellow type 1 markers																																						
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; margin-top: 10px;"> <tr> <td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td> <td>☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td> </tr> <tr> <td>☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION</td> <td>☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS ~~XXXXXXXXXXXX~~</td> </tr> <tr> <td>☐ ACQUISITION OF RIGHT-OF-WAY</td> <td>☐ OTHER (Specify)</td> </tr> </table>				☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS ~~XXXXXXXXXXXX~~	☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)																													
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☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)																																					
13. REMARKS Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/12/84 as requested in Mr. Fredrickson's letter of 12/11/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of \$296 Federal Funds.																																						
14. DATE 12/17/84		15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner																																				
16. TITLE for Division Administrator		<table style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="7" style="text-align: center; font-weight: bold;">RECEIVED STATE HWY ENGR</td> </tr> <tr> <td colspan="7" style="text-align: center; font-size: 1.2em;">DEC 19 '84</td> </tr> <tr> <td colspan="7" style="text-align: center;">REFER TO Potter FOR</td> </tr> <tr> <td style="font-size: 0.8em;">Info</td> <td style="font-size: 0.8em;">Inves</td> <td style="font-size: 0.8em;">R/D</td> <td style="font-size: 0.8em;">D/R</td> <td style="font-size: 0.8em;">Sign</td> <td style="font-size: 0.8em;">Act</td> <td style="font-size: 0.8em;">File</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table> Orig. to 12/19		RECEIVED STATE HWY ENGR							DEC 19 '84							REFER TO Potter FOR							Info	Inves	R/D	D/R	Sign	Act	File							
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FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

Nesika Beach Slide

WEEK ENDING

Nov. 24, 1984

SECTION PREFIX

8-1071-900

HIGHWAY

Oregon Coast

COUNTY

Curry

NAME OF JOB

Nesika Beach Slide

KIND OF WORK

Grading, paving and slope protection

CONTRACTOR

Bracelin-Yeager Excavating & Trucking

CONTRACT NUMBER

9679

FEDERAL AID PROJECT NUMBER

ER-129(4)

DATE OF CONTRACT

July 4, 1983

DATE WORK STARTED

Aug. 4, 1984

ESTIMATED COMPLETION DATE

Sept. 19, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

SPECIFIED COMPLETION DATE

11/30/83 to 9/20/84

WORK DAYS USED

CALENDAR DAYS USED

PERCENT OF TIME ELAPSED

100

PROJECT AUTHORIZATION:

5,684,851.88

EXCLUSIVE OF ENGINEERING:

5,297,731.42

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING

5,151,170.29

ENGINEERING
AUTHORIZATION
This week

387,120.46

1,687.13

ENGINEERING
COST TO DATE

374,830.90

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

100

ESTIMATED PERCENT: ~~XXXXX~~
UNDERRUN

3

PERCENT OF
AUTHORIZATION

97

DATE PROJECT WAS COMPLETED:

Sept. 19, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		GRADING		SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		2.2					
MILES PARTIALLY COMPLETED		0.0					
MILES COMPLETED		2.2					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		297,450 CY	9,500 T	300,000 T			16,360 T
TOTAL QUANTITIES CORRECTED TO DATE		301,360	9,500	385,308			16,739
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		300,575	4,600	385,308			16,739
AVERAGE DAILY QUANTITIES		0	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0	0	0			0
NUMBER OF SHIFTS PER DAY		0	0	0			0
HOURS PER SHIFT		0	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

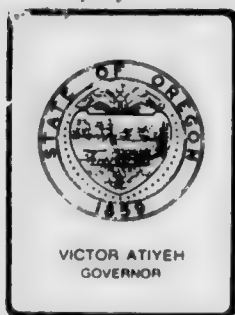
BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GE. E. CAS RECEIVED LS. TC. _____
 COE. OM. _____ SA. CC. _____
 CA. _____ NOV 26 1984 FE. _____
 CAM. _____ MA. _____
 CP. _____ CONSTRUCTION QCS _____
 EEO. _____ SECTION FILE. _____

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	
REMARKS	
Project completed Sept. 19, 1984. Submitted semi-final to Region 11-23-84. This will be the last Weekly Report. SIGNED <u><i>Henry A. Nichols</i></u> LOCATION <u>Coquille, OR</u>	

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 17, 1984

Bracelin-Yeager Excavating &
Trucking, Inc.
3055 Ocean Boulevard
Coos Bay, OR 97420

In Reply Refer to
File No.: CON 5

Time Extension Request
Nesika Beach Section
Contract No. 9679
FAP No. ER-329(4)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 60 calendar days of contract time due to an overrun in the rip-rap quantities and due to the added work performed under Price Agreements 3 and 7.

A careful review of the project records indicates that a contract time adjustment of an additional 21.5 calendar days is warranted for completion of phase "a" of the contract due to the overrun in rip-rap quantities. This time adjustment is granted.

Also, project records indicate that a contract time adjustment of an additional 60 calendar days is warranted for completion of phase "b" of the contract due to the overrun in rip-rap quantities and the added work done under Price Agreements 3 and 7.

The adjusted contract time of completion of phase "a" of the contract is noon, January 6, 1984. There remains 14-1/2 calendar days of liquidated damages under phase "a" of this contract.

The adjusted contract time of completion for phase "b" of this contract is September 18, 1984.

Should you wish to further review this matter, or to submit additional data, please contact Project Manager Frank Morrison.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Jim Gix
F. D. Morrison
FHWA
Bruce Walton

w/att.
w/att.
w/att.

TE/93



CON 5

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: C.O. Fredrickson
Construction Engineer ATTN: O.B. Jackmond
DATE: August 29, 1984

FROM: *W.J. Quinn*
W.J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Request
Contract 9679
Nesika Beach Section

I believe the contractor's request for a 60-day time extension is justified because of the extra work that was required. Frank Morrison's calculations indicate the 60-day request is reasonable.

9-15-84

W. E. Schwartz:

I concur with Region and Project Manager and recommend a time extension of $2\frac{1}{2}$ C.D., applicable to both phase "a" and "b" of the contract, due to an overrun in rip-rap quantities. I also concur and recommend a time extension of an additional $3\frac{1}{2}$ C.D., applicable to phase "b" only, due to work done under P.A.3 and P.A.7.

wjg/cp
attach.*O. B. Jackmond*

CE _____ CAE _____ RECEIVED _____ LS _____ TC _____
COE _____ OM _____ SA _____ CC _____
CA _____ SEP 4 1984 FE _____
CAM _____ MA _____
CP _____ CONSTRUCTION OCS _____
EEO _____ SECTION FILE _____

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved: O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER	7-203		State	Oregon
PROJECT REPORT NUMBER			County	Curry
MODIFICATION NUMBER	1		Project Number	ER-329(4)

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **October 13**, 19 **83**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>4,484,851</u>	\$ <u>5,684,851</u>
Federal funds	\$ <u>4,484,851</u>	\$ <u>5,684,851</u>
Other revisions		

This modification is made for the following reasons: **to include approved increase in construction and construction engineering costs.**

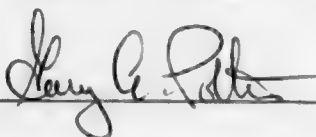
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of July, 1984.

OREGON STATE HIGHWAY DIVISION

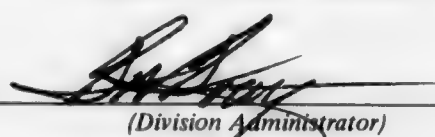
(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



By



Manager, Program Section

(Title)

For: Dale E. Wilken

XXX For: H.S. Coulter, P.E.

State Highway Engineer

(Title)

By

(Title)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 12, 1984

FEDERAL AID PROJECT NO. ER-329(4)

NESIKA BEACH SLIDE SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000

ROADWAY (STA. 908 to STA. 936+00) (STA. 962+00 to STA. 1,024+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment in Place	\$ 1.64	287,450	\$471,418.00	301,100	\$ 493,804.00
1"-0 Aggregate Base	8.65	9,500	82,175.00	12,350	106,827.00
Class "B" or "C" Asphalt					
Cement Mixture	19.80	7,800	154,440.00	9,360	185,328.00
Asphalt Cement in Mixture	204.00	470	95,880.00	564	115,056.00
8-inch Culvert Pipe	10.00	300	3,000.00	700	7,000.00
18-inch Culvert Pipe	20.00	800	16,000.00	1,308.5	26,170.00
8-inch Drain Pipe	10.00	300	3,000.00	1,300	13,000.00
Loose Riprap, Class 50	9.10	75,750	689,325.00	120,000	1,092,000.00
Loose Riprap, Class 2000	9.10	45,170	411,047.00	87,576	796,941.60
Secondary Cover Stone	9.10	61,150	556,465.00	66,780	607,698.00
Grader, Cat 12E (PA #2A)	65.00	---	---	27	1,755.00
Roller, SP-54 (PA #2D)	65.00	---	---	26	1,690.00
Flagmen (PA #23)	22.00	---	---	67	1,474.00
Mobilization (PA #2F)	1,000.00	---	---	All	1,000.00
Borrow Material (PA #A)	1.31	---	---	162,971	213,492.01
Hyd. Excavator, Cat 235 & Operator (PA #4A)	120.00	---	---	83.25	9,990.00
Hyd. Excavator, Cat 225 & Operator (PA #4B)	85.00	---	---	18.25	1,551.25
Off-Hwy. Truck, DJB 35 & Operator (PA #4C)	110.00	---	---	98	10,780.00
Off-Hwy. Truck, DJB 25 & Operator (PA #4D)	95.00	---	---	64	6,080.00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cat 235 Backhoe (PA #6A)	120.00	---	---	29	3,480.00
Cat D-7 Dozer (PA #6B)	85.00	---	---	17.5	1,487.50
10 Cu. Yd. Dump Truck (PA #6D)	45.00	---	---	153	6,885.00
Subtotals			2,482,750.00		3,703,489.36
Subtotal from Project Agreement Estimate of August 31, 1983					Increase
					Subtotal
					Engineering
					Total
					\$1,220,739.36
					3,836,535.00
					\$5,057,274.36
					627,576.64
					\$5,684,851.00
					1.174 mi.
					\$4,842,292.16
					\$5,684,851.00

Length of Project
Cost of Roadway Per Mile

Federal Funds (100%)

Group 1 100%
Contract No. 9679
Prefix: 8-1437
Prefix: 8-1071
WH:bkb

9611

OMB No. 04-R2089

TO BE COMPLETED BY FHWA		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		State Oregon	
MONTHLY TRANSACTION NO. 10-91		FEDERAL-AID PROJECT AGREEMENT		County Curry	
				Project No. ER-329(4)	
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.					
PROJECT TERMINI					
Nesika Beach Slide					
PROJECT CLASSIFICATION OR PHASE OF WORK			EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)	
HIGHWAY PLANNING AND RESEARCH (HP & R)					
PRELIMINARY ENGINEERING					
RIGHTS-OF-WAY					
CONSTRUCTION			6-22-83	1.174	
OTHER (Specify)					
ESTIMATED TOTAL COST OF PROJECT			FUNDS PRO RATA 100.0%		
\$ 4,484,851.00			FEDERAL FUNDS \$ 4,484,851.00		
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.					
OREGON STATE HIGHWAY DIVISION (Official name of Highway Agency)			U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		
By <u>H. S. Coulter</u> Manager, Program Section (Title)			By <u>Dale E. Wilken</u> (Division Administrator)		
For: H.S. Coulter, P.E. State Highway Engineer (Title)			For: Dale E. Wilken		
By _____ (Title)			Date executed by Division Administrator _____		

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

- a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.
- b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 31, 1983

Federal-Aid Project No. ER-329(4)

Nesika Beach Slide Section
Oregon Coast Highway
Curry County

PROJECT AGREEMENT ESTIMATE

Type Code I000

Roadway (Sta. 908 to Sta. 936+00)(Sta. 962+00 to Sta. 1,024+00)

Furnishing Field Laboratory	1	Each	1,500.00	\$	1,500.00
Mobilization		All Required			59,000.00
Temporary Protection and Direction of Traffic		All Required			10,000.00
<u>ROADWORK</u>					
Clearing and Grubbing		All Required			5,000.00
Removal of Structures and Obstructions		All Required			3,000.00
Removal of Temporary Connections		All Required			4,000.00
Embankment in Place	287,450	Cu. Yd.	1.65		471,418.00
Trench Excavation	360	Cu. Yd.	12.00		4,320.00
Finishing Roadbed and Slopes		All Required			15,000.00
Watering	1,600	M-Gal.	9.50		15,200.00
1"-0 Aggregate Base	9,500	Ton	8.65		82,175.00
Class "B" or Class "C"					
Asphalt Concrete Mixture	7,800	Ton	19.80		154,440.00
Asphalt Cement in Mixture	470	Ton	204.00		95,880.00
8-inch Culvert Pipe	300	Lin. Ft.	10.00		3,000.00
18-inch Culvert Pipe	800	Lin. Ft.	20.00		16,000.00
36-inch Culvert Pipe	30	Lin. Ft.	40.00		1,200.00
Extra for Pipe Under Pavement	200	Lin. Ft.	5.00		1,000.00
8-inch Drain Pipe	300	Lin. Ft.	10.00		3,000.00
Filter Fabric	270	Sq. Yd.	1.90		513.00
Gravel in Drains	30	Cu. Yd.	15.00		450.00
Guardrail, Type 2A	5,850	Lin. Ft.	9.32		54,522.00
Guardrail Anchors, Type 1	5	Each	260.00		1,300.00
Rail End Pieces, Type C	5	Each	75.00		375.00
Loose Riprap, Class 50	75,750	Ton	9.10		689,325.00
Loose Riprap, Class 2000	45,170	Ton	9.10		411,047.00
Primary Cover Stone	118,000	Ton	9.10		1,073,800.00

Secondary Cover Stone	61,150	Ton	9.10	556,465.00
Geotextile Fabric	52,250	Sq. Yd.	1.38	72,105.00
Salvage Cover Stone		All Required		14,000.00
Delineators, Type 2	40	Each	20.00	800.00
Delineators, Type 4	20	Each	10.00	200.00
Roadside Seeding and Mulching	16	Acre	450.00	7,200.00
				<u>\$ 3,827,235.00</u>

Anticipated Items

Permanent Signing	All Required	\$ 1,000.00
Permanent Pavement Striping	All Required	2,500.00
Temporary Erosion Control	All Required	5,000.00
On-the-Job Trainees (\$0.80 X 1,000 hrs.)	All Required	800.00
		<u>\$ 9,300.00</u>
	Subtotal	<u>\$ 3,836,535.00</u>
	Engineering	479,566.00
	Total	<u>\$ 4,316,101.00</u>

Retain in Program Status

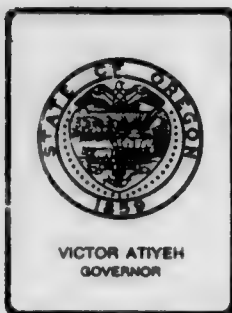
Slide Correction	All Required	\$ 150,000.00
	Subtotal	<u>\$ 150,000.00</u>
	Engineering	18,750.00
	Total	<u>\$ 168,750.00</u>

Length of Project	1.174 mi.
Cost of Roadway Per Mile	<u>\$ 3,676,406.30</u>

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>
Roadway	\$ 4,316,101.00	\$ 4,316,101.00
Reserve	168,750.00	168,750.00
Total	<u>\$ 4,484,851.00</u>	<u>\$ 4,484,851.00</u>

Group 1	100%
Contract No.	9679
Prefix:	8-1437
Prefix:	8-1071



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: June 12, 1984

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

CON

FROM: 
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Nesika Beach Slide Section
Oregon Coast Highway, Curry County
Contract No. 9679

This federal-aid emergency repair project is approximately 82 percent finished with completion expected in July, 1984. It now appears that the final cost will exceed the project authorization by at least \$1,200,000 or 26.8 percent.

The major portion of the overrun consisted of the class 50 and class 2000 riprap material which combined to increase the project cost by nearly \$732,000. This overrun was caused by use of conversion factors in estimating the quantities for the contract which proved to be incorrect and resulted in the designation of insufficient quantities to perform the necessary work.

Additional erosion which occurred between the time the project was designed and when repair work commenced resulted in additional quantities of embankment, base and surfacing materials being required to properly construct the project. This work is expected to add more than \$77,000 to the cost of the project.

As the embankment is constructed seepage is being encountered in the banks throughout the project which was not anticipated. This is necessitating installation of additional quantities of culvert pipe and perforated drains in order to protect the new embankment from erosion. This extra work is expected to add more than \$18,000 to the cost of the project.

Also, the original surfacing design provided only for the restoration of the pavement lost to erosion, plus a thin overlay to restore ride characteristics and appearance. As mentioned above, there was subsequent loss of additional pavement after design quantities had been determined. The remaining pavement suffered damage in the reconstruction of the embankment. It now appears prudent to reconsider the surfacing design and reconstruct the entire roadway surface to a higher type of design. The revised design will add an additional \$328,000 to project cost.

Oregon Transportation Commission
June 8, 1984
Page 2

The cost of construction engineering and inspection is expected to overrun because of the additional work involved, and due to the need to pay per diem for personnel working on the project.

This project is being fully funded with Federal Emergency Restoration funds. There are still sufficient funds within the authorization to cover this additional work and an application is being made for funds.

I recommend that the authorization be increased by \$1,200,000 to a new total of \$5,684,851.88. This matter will be on the consent calendar for the June meeting.

HHP:cb sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 3, 1984
IN REPLY REFER TO
HFO-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project ER-329(4)
Nesika Beach Slide Section
Curry County

The additional ER funds and obligation authority as requested
by Mr. Potter's letter of June 18, 1984 in the amount of
\$1.2 million is approved to cover the overruns on project
ER-329(4).

Sincerely yours,

D. E. Wilken
Dale E. Wilken
Division Administrator

CC:
OSHD (G Potter)

3
Nanter
7/5/84

RECEIVED STATE HWY ENGR						
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FOR						
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Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 18, 1984

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Additional Construction Funds
Item No. 3
Project No. ER-329(4)
Nesika Beach Slide Section
Oregon Coast Highway (US 101)
Curry County

I request your concurrence that \$1.2 million additional ER funds are available for the subject project. As work nears completion it is evident that the project costs are overrunning the amount under project agreement by approximately 28% based on the enclosed letter from Mr. Gerald Wimer, Construction Operations Engineer, which explains the overrun in detail.

JLG:pf
Enclosures

cc: W. E. Schwartz
C. O. Fredrickson
J. J. Gix
General Files



STATE OF OREGON

Highway Construction

378-6318

INTEROFFICE MEMO

FILE: CON 5

TO:

Wayne Cobine
Project Management

DATE: June 13, 1984

FROM:

Gerald Wimer *G. Wimer*
Construction Operations Engineer

SUBJECT:

Nesika Beach Slide
Oregon Coast Highway
Contract No. 9679

Per Contract Administration Engineer O. B. Jackmond's attached June 7 letter and its attachments, an \$872,000 overrun of the subject project was then anticipated for the reasons listed in Mr. Jackmond's letter.

Subsequently Construction Engineer C. O. Fredrickson, Region Construction Engineer Bill Quinn, Project Manager Frank Morrison and I met with FHWA District Engineer Glenn Hossner and Area Engineer Wally Bryant to discuss an added surfacing problem. It is impractical to construct new surfacing to the irregular existing outline.

That irregular surfacing outline must be trimmed to uniform lines for practical construction, particularly compaction. These uniform lines should not wander in and out of a wheel track.

A plan was developed that had no full width pavement salvage as there was none. In fact, there was so little half width possible that it became more practical to surface full depth, full width. The FHWA representatives agree to the extent of utilizing ER funds if available.

The estimate of cost for 5 inches of Class "B" or "C" Asphalt Concrete, 6 inches of Plant Mix Bituminous Base and 8 inches of salvaged materials for base. This approximates holding the contract plan subgrade and finish grade. The cost estimate for this surfacing is \$658,000, of which nearly \$333,000 is included in contract bid items, leaving a net \$325,000 increase. A copy of the estimate is attached.

The \$325,000 and \$872,000 are additive for an estimated \$1,197,000 (round to \$1,200,000) anticipated overrun which the local FHWA representatives agree is eligible for ER participation provided the funds are available. Please immediately apply for them. In the interim, we are proceeding with the revised construction.

JW:mk

Attach.

cc: W. E. Schwartz
Bill Quinn
Frank Morrison

JW/M20

NOTED
W. E. SCHWARTZ

RECEIVED STATE HWY ENGR						
JUN 13 '84						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

No - 3

Cost Estimate

Nesika Beach
Ore. Coast Hwy.
Curry County

Contract # 9679
ER-329(4)

Cost estimate for ripping up existing surfacing and spreading this material to a depth of approximately 8-inches, then placing 6-inches of Plant mix bituminous base and then placing 5-inches of class "B" or C Asphalt mix from Sta. 962 to Sta 1016, under the main roadbed. Shoulders and parking areas will be ~~placed~~ ^{placed} as called for in the Contract Plans -

1. Tearup & grade existing matl. to tops.	Lump Sum. = \$17,000
2. 1-0 Agg Base 8,336 Tons @ \$8.65/T	= \$72,106
3. 6-inches PMBB 8,560 Tons @ \$17.80/T	= \$152,368
4. Asph Cement in mixture (5.5%) 471 Tons @ \$204 ⁰⁰ /T	= \$96,084 ⁰⁰
5. 5-inches Class B or C mix 9,995 Tons @ \$19 ⁰⁰ /T	= \$197,901 ⁰⁰
6. Asphalt Cement in mix (6.0%) 600 Tons @ \$204 ⁰⁰ /T	= \$122,400 ⁰⁰

Total Estimated Cost = \$657,859.40

Less Bid Items - \$332,495.00

Added Cost to Contract \$325,364.40

The reason for this added cost being ~~close to~~ ^{close to} the 13-inches of Agg. Base, 6-inches PMBB & 4-inches A.C. is The use of less Agg. Base and more A.C. and Asph. Cement.

Highway Construction 378-6318 FILE: CON 5

W. E. Schwartz
Ass't. State Highway Engineer

June 7, 1984

ORIGINAL SIGNED BY
C. O. FREDRICKSON

O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

Request for increase in project authorization
Nesika Beach Slide Section
Oregon Coast Highway, Curry County
Contract No. 9679

This federal aid emergency repair project is approximately 82 percent finished with completion expected in July, 1984. It now appears that the final cost will exceed the project authorization by 872,000.00 or 19.4 percent.

The major portion of the overrun consisted of the class 50 and class 2000 riprap material which combined to increase the project cost by nearly \$732,000.00. This overrun was caused by use of a conversion factor in estimating the quantities for the contract which proved to be incorrect and resulted in the designation of insufficient quantities to perform the necessary work.

Additional erosion which occurred between the time the project was designed and when repair work commenced resulted in additional quantities of embankment, base and surfacing materials being required to properly construct the project. This work is expected to add more than \$77,000.00 to the cost of the project.

As the embankment is constructed seepage is being encountered in the banks throughout the project which was not anticipated. This is necessitating installation of additional quantities of culvert pipe and perforated drains in order to protect the new embankment from erosion. This extra work is expected to add more the \$18,000.00 to the cost of the project.

The cost of construction engineering and inspection is expected to overrun because of the additional work involved, and due to the need to pay per diem for personnel working on the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$872,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
F. D. Morrison
B. M. Walton
W. F. Cobine

CE	CAE	RECEIVED	LS	TC
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CA		JUN 7 1984	FE	
CAM			MA	
CP		CONSTRUCTION	OCS	
EEO		SECTION	FILE	

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Nesika Beach Slide Date May 10, 1984

Highway Oregon Coast Contract No. 9679

County Curry Kind of Work G., P. & Slope Protection Contractor Bracelin-Yeager Exc.

	Authorized	Estimated
Contract Amount	\$3,827,235.00	\$4,647,304.50
Anticipated Items	159,300.00	38,626.92
Contingency (4½%)	179,394.08	300,000.00
Engineering	318,922.80	387,120.46
Credits	0.00	- 16,200.00
PROJECT COST	\$4,484,851.88	\$5,356,851.88
NET INCREASE \$ 872,000.00		OR 19.4 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Embankment in Place	\$471,418.00	+ \$22,222.00
(C) Trench Excavation	4,320.00	+ 4,080.00
(C) 1"-0 Aggregate Base	82,175.00	+ 24,652.00
(C) Class B or C A. C.	154,440.00	+30,888.00
(C) Asphalt Cement in Mixture	95,880.00	+ 19,176.00
(C) 8-inch Culvert Pipe	3,000.00	+ 4,000.00
(C) 8-inch Drain Pipe	3,000.00	+ 10,000.00
(C) Loose Rip Rap Class 50	689,325.00	+ 369,460.00
(C) Loose Rip Rap Class 2000	411,047.00	+ 362,453.00
(C) Secondary Coverstone	556,465.00	+ 51,233.00
(C) Primary Coverstone	990,944.50	- 82,855.00
(U) Detour Shoulder Work	10,000.00	+10,000.00
(U) Borrow Material	250,210.00	+ 250,210.00
(A) Slide Correction	29,326.00	- 120,674.00
Engineering	387,120.46	+ 68,197.66

Principal reasons for overruns (Continue on reverse side): Emb. In Place quantities overran as soon as we staked the project, due to more wash before the contract was let, this also effected the base agg. and A. C. quantities as more of the old road was washed out. Tr. Exc. 8-inch culv. pipe, 8-inch perf pipe increased due to seepage in the banks throughout the project. (OVER)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by *H. N. Morrison* Resident Engineer
 Confirmed by W. J. QUINN Regional Engineer
 Noted by C. O. FREDRICKSON Construction or Bridge Engineer
 Noted by _____ Deputy or State Highway Engineer

New drains were installed to protect the new embankment. The primary cover stone was under because we were able to salvage all of the rock placed by maintenance prior to letting this contract. Secondary coverstone overran as there was no secondary rock in the existing rock as anticipated. Class 50 & 2000 rip rap is overrunning due to the use of a conversion factor of 1.46 tons per cubic yard, which is too low since the bulk specific gravity averages 2.85 or better on the rock produced. The detour shoulders were rutting and causing hazards to the traveling public and had to be pulled back to the edge of the traveled lane. The slide correction work was needed, but not to the extent that we anticipated, therefore we were able to underrun the estimated cost. The engineering will overrun due to all of the above overruns plus we are having to pay per diem for people working on the project.

DATE: June 12, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Nesika Beach Slide Section
Oregon Coast Highway, Curry County
Contract No. 9679

This federal-aid emergency repair project is approximately 82 percent finished with completion expected in July, 1984. It now appears that the final cost will exceed the project authorization by at least \$1,200,000 or 26.8 percent.

The major portion of the overrun consisted of the class 50 and class 2000 riprap material which combined to increase the project cost by nearly \$732,000. This overrun was caused by use of conversion factors in estimating the quantities for the contract which proved to be incorrect and resulted in the designation of insufficient quantities to perform the necessary work.

Additional erosion which occurred between the time the project was designed and when repair work commenced resulted in additional quantities of embankment, base and surfacing materials being required to properly construct the project. This work is expected to add more than \$77,000 to the cost of the project.

As the embankment is constructed seepage is being encountered in the banks throughout the project which was not anticipated. This is necessitating installation of additional quantities of culvert pipe and perforated drains in order to protect the new embankment from erosion. This extra work is expected to add more than \$18,000 to the cost of the project.

Also, the original surfacing design provided only for the restoration of the pavement lost to erosion, plus a thin overlay to restore ride characteristics and appearance. As mentioned above, there was subsequent loss of additional pavement after design quantities had been determined. The remaining pavement suffered damage in the reconstruction of the embankment. It now appears prudent to reconsider the surfacing design and reconstruct the entire roadway surface to a higher type of design. The revised design will add an additional \$328,000 to project cost.

Oregon Transportation Commission
June 8, 1984
Page 2

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This project is being fully funded with Federal Emergency Restoration funds. There are still sufficient funds within the authorization to cover this additional work and an application is being made for funds.

I recommend that the authorization be increased by \$1,200,000 to a new total of \$5,684,851.88. This matter will be on the consent calendar for the June meeting.

HHP:cb sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell

DATE: June 8, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Nesika Beach Slide Section
Oregon Coast Highway, Curry County
Contract No. 9679

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Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

DATE: June 8, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Nesika Beach Slide Section
Oregon Coast Highway, Curry County
Contract No. 9679

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Oregon Transportation Commission
June 8, 1984
Page 2

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by \$872,000 to a new total of \$5,356,851.88. This matter will be on the consent calendar for the June meeting.

HHP:cb sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402

☎ (503) 687-9585

FAX (503) 687-0304

**END
OF
RETAKE**



STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: June 7, 1984

FROM: *for* *[Signature]*
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT:

Request for increase in project authorization
Nesika Beach Slide Section
Oregon Coast Highway, Curry County
Contract No. 9679

This federal aid emergency repair project is approximately 82 percent finished with completion expected in July, 1984. It now appears that the final cost will exceed the project authorization by 872,000.00 or 19.4 percent.

The major portion of the overrun consisted of the class 50 and class 2000 riprap material which combined to increase the project cost by nearly \$732,000.00. This overrun was caused by use of a conversion factor in estimating the quantities for the contract which proved to be incorrect and resulted in the designation of insufficient quantities to perform the necessary work.

Additional erosion which occurred between the time the project was designed and when repair work commenced resulted in additional quantities of embankment, base and surfacing materials being required to properly construct the project. This work is expected to add more than \$77,000.00 to the cost of the project.

As the embankment is constructed seepage is being encountered in the banks throughout the project which was not anticipated. This is necessitating installation of additional quantities of culvert pipe and perforated drains in order to protect the new embankment from erosion. This extra work is expected to add more the \$18,000.00 to the cost of the project.

The cost of construction engineering and inspection is expected to overrun because of the additional work involved, and due to the need to pay per diem for personnel working on the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$872,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
F. D. Morrison
B. M. Walton
W. F. Cobine

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Nesika Beach Slide Date May 10, 1984
 Highway Oregon Coast Contract No. 9679
 County Curry Kind of Work G., P. & Slope Protection Contractor Bracelin-Yeager Exc.

	Authorized	Estimated
Contract Amount	\$3,827,235.00	4,975,304.50 ~~\$4,647,304.50~~
Anticipated Items	159,300.00	38,626.92
Contingency (4½%)	179,394.08	300,000.00
Engineering	318,922.80	387,120.46
Credits	0.00	- 16,200.00
PROJECT COST	\$4,484,851.88	5,684,851.88 ~~\$5,356,851.88~~
		1,200,000.00
	NET INCREASE \$ 872,000.00	26.7 OR 19.4

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items))	Expected Amount	Net Change
(C) Embankment in Place	\$471,418.00	+ \$22,222.00
(C) Trench Excavation	4,320.00	+ 4,080.00
(C) 1"-0 Aggregate Base	82,175.00	+ 24,652.00
(C) Class B or C A. C.	154,440.00	+30,888.00
(C) Asphalt Cement in Mixture	95,880.00	+ 19,176.00
(C) 8-inch Culvert Pipe	3,000.00	+ 4,000.00
(C) 8-inch Drain Pipe	3,000.00	+ 10,000.00
(C) Loose Rip Rap Class 50	689,325.00	+ 369,460.00
(C) Loose Rip Rap Class 2000	411,047.00	+ 362,453.00
(C) Secondary Coverstone	556,465.00	+ 51,233.00
(C) Primary Coverstone	990,944.50	- 82,855.00
(U) Detour Shoulder Work	10,000.00	+10,000.00
(U) Borrow Material	250,210.00	+ 250,210.00
(A) Slide Correction	29,326.00	- 120,674.00
Engineering	387,120.46	+ 68,197.66

Principal reasons for overruns (Continue on reverse side): Emb. In Place quantities overran as soon as we staked the project, due to more wash before the contract was let, this also effected the base agg. and A. C. quantities as more of the old road was washed out. Tr. Exc. 8-inch culv. pipe, 8-inch perf pipe increased due to seepage in the banks throughout the project. (OVER)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by R. N. Morris
Resident Engineer

Noted by L. P. Redmond
Construction ~~or~~ Bridge Engineer

Confirmed by R. J. Luman
Regional Engineer

Noted by H. J. Ouellette
Deputy or State Highway Engineer

DS 6-22-84

New drains were installed to protect the new embankment. The primary cover stone was under because we were able to salvage all of the rock placed by maintenance prior to letting this contract. Secondary coverstone overran as there was no secondary rock in the existing rock as anticipated. Class 50 & 2000 rip rap is overrunning due to the use of a conversion factor of 1.46 tons per cubic yard, which is too low since the bulk specific gravity averages 2.85 or better on the rock produced. The detour shoulders were rutting and causing hazards to the traveling public and had to be pulled back to the edge of the traveled lane. The slide correction work was needed, but not to the extent that we anticipated, therefore we were able to underrun the estimated cost. The engineering will overrun due to all of the above overruns plus we are having to pay per diem for people working on the project.



STATE OF OREGON

Highway Construction

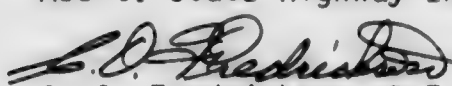
378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: April 13, 1984

FROM: 
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: FHWA Comment
Price Agreement #3
Nesika Beach Slide Section
Oregon Coast Highway
FAP No. ER-329(4)

In their letter to H. S. Coulter dated April 2, 1984, FHWA rebuked us for our unilateral decision to receive bids and negotiate changes following contract award. The subject Price Agreement is for additional cost of furnishing and hauling borrow material from a private source.

Plans for the contract designated excavation from a borrow area between the highway and the ocean, as shown on sheet 2, to be used for fill and paid for as Embankment in Place, thus effectively making the area a mandatory source of materials. After the contract was advertised it was brought to our attention that this area is within the Shoreline Conservation Zone and therefore not available as a borrow source.

In view of the urgent need for the work proposed under the contract, it was deemed necessary and desirable to proceed with the bid letting and to negotiate the necessary change after award of the contract. It was felt that to broach the subject at that time would most probably have resulted in delaying the project beyond the current construction season.

COF:HHP:mk

CF/MD6

NOTED
W. E. SCHWARTZ

RECEIVED STATE HWY ENGR						
APR 16 '84						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION TEN
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

April 2, 1984
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project ER-329(4)
Nesika Beach
Curry County
Price Agreement No. 3

The subject price agreement and the circumstances which resulted in the need for the additional costs contained therein have been carefully reviewed. Based on the information available it appears that your staff was aware, during the bidding process, of the nonavailability of the designated borrow source and that a unilateral decision was made to receive bids and negotiate necessary changes following contract award. My staff was not notified nor consulted in this significant change in borrow site availability prior to bid opening.

This unilateral decision which resulted in substantial additional costs (\$180,000 plus) to the project without benefit of competitive bids would normally be sufficient reason to withhold Federal participation. However, considering the overall urgent need to initiate immediate repairs of the extensive damage involved and the reasonable unit prices obtained from the contractor, Price Agreement No. 3 is being returned approved.

In order to avoid misunderstandings and possible procedural delays on future unusual and significant issues of this

WES
cy
ASHE
4-3

RECEIVED STATE HWY ENGR						
APR 3 '84						
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FOR						
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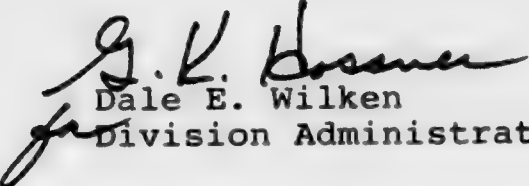
NOTED
W. E. SCHWARTZ

Mr. H. S. Coulter, 4/2/84

2

nature and to insure Federal participation in such changes it is strongly recommended that this office be advised and involved at an early point in the decision making process.

Sincerely yours,


Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)
OSHD (C O Fredrickson)w/att

January 10, 1984

CON

Bracelin-Yeager Excavating &
Trucking, Inc.
3055 Ocean Boulevard
Coos Bay, OR 97420

Time Extension Request
Nesika Beach Slide
Contract No. 9679
FAP No. ER-329(4)

Your request for additional contract time in which to complete phase (a) of the above project has been carefully reviewed. You have requested an additional 30 calendar days due to delays resulting from material sources (Primary and Secondary Rock) availability and inclement weather.

The timely furnishing of specified materials is a contractor responsibility and is not a valid reason for additional contract time and this portion of your request is denied.

The contract terms provide that "reasonably predictable" weather conditions are ordinarily not a valid reason for contract time adjustment. Heavy rains, storms, and high winds and tides are deemed to be reasonably predictable for this portion of the southern Oregon Coast during the month of November, and this portion of your request is also denied.

If you wish to submit additional data, or to further review this matter, please contact Project Manager Frank Morrison.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. T. Keasey
Jim Gix w/att.
Frank Morrison w/att.
FHWA w/att.



STATE OF OREGON

INTEROFFICE MEMO

TO: J. X. Wilson, Region Const. Engr.

DATE: December 23, 1983

FROM:

F. D. Morrison
F. D. Morrison, Project ManagerSUBJECT: Contractor's Request for Adjustment of Contract Time
Nesika Beach Slide
Oregon Coast Hwy. = Curry County
Contract No. 9679

CE	RECEIVED	DM
CA		CA
FOE		IC
OC	JAN 3 1984	IC
FE	CONSTRUCTION	FE
	SECTION	CP

Attached is the contractor's request for adjustment of contract time on the above subject section.

In answer to the contractors statements, we do not have any control over the inclement weather and high tides that he encountered.

As for the unavailability of rock, the contract called for the contractor to furnish the necessary rock. I do not agree that the rock was not available, it was the method in which the rock was produced that slowed down the contractors operation.

Again the heavy rains were beyond our control so there is no time granted due to the weather conditions encountered.

I recommend that we do not grant any additional days to this contract. Even though the contractor states there is no inconvenience or damages to the public, I can not see any reason to grant them additional time.

Attch: 1-4-83

W. E. Schwartz-

I concur with Region and Project Manager that this request should be denied.

O. B. Jackmund

12-29-83

cc: O.B. Jackmund - I completely agree with Frank's recommendation. Also, no one can say with certainty we have not lost some embankment that we wouldn't have had the work been completed to elev. 25'.

J. X. W.

RECEIVED

DEC 28 1983

RE	UFE	RUS	RDS	FAS
RTS	ATS	TI	RSR	RPR
RLE	GEO	RBI	SEC	AA

CON 5

DATE: August 8, 1983
TO: Dale E. Wilken, Division Administrator
Federal Highway Administration
FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer
SUBJECT: Notification Contract Work Started
Federal-aid Project Number
ER-329(4)

Contract 9679, Work Started August 3, 1983
Project Nesika Beach Slide
Highway Oregon Coast
County Curry

RDC:mk

cc: R. D. Church



STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

CAM N
9

TO: MEMO TO THE FILES

DATE: July 15, 1983

FROM: Rog Powers, Biologist
Environmental Section

Rog Powers

*Cy J. H. Versteeg
Jim Gix*

SUBJECT: Reconnaissance Report
Botanical Investigation of the Nesika Beach Material Site
for the Presence of Endangered or otherwise Protected Flora

An investigation and field reconnaissance was conducted of a 10 acre parcel of land located in Curry County. The limited purpose of the investigation was to determine if the use of this parcel as a highway material site would adversely affect specimens of any floral species having special status as provided by the Endangered Species Act of 1973, as amended (ESA); or by the laws, regulations or planning goals of the State of Oregon. The objectives of this investigation were to determine if such species were present on the parcel, and if so, to determine if it would be possible to remove the planned amount of material without damaging the specimens or their habitat.

The field investigation, which was conducted on July 6, 7, and 8, 1983, failed to disclose the presence of any of the five species at a period of the year when all would be likely to be in flower and consequently at their most visible and indentifiable stage. This investigator is of the opinion that the species are not present on the parcel of land, and that the use of this land as a material source would not violate the provisions of the ESA, nor of the relevant Oregon statutes and goals. The details of the investigation are presented in the following pages.

The parcel, identified as "State of Oregon 19-526" is located in Curry County in the Oregon Coastal Zone. It is in the northwestern 1/4 of section 17, in Township 35 south, Range 14 west. The area is mapped on the U.S.G.S. "Port Orford" 15' quadrangle. The parcel directly overlooks the Pacific Ocean and is bounded on the west by U.S. Highway 101, and on the east by the Ophir-Nesika Beach Road.

The parcel consists of a stabilized dune and an interdune basin. The western face of the dune was excavate during the construction of U.S. Highway 101. The slopes of the excavation were stabilized with European Beach grass and this species now dominates the slope in rank tall growth. The crest of dune may have been disturbed during construction but has since stabilized with little sign of instability or disturbance. The eastern slope of the dune has remained stable as evidenced by the presence of mature Sitka Spruce forest in the area to the east of the dune crest.

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wackerlig

RECEIVED
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ROAD DESIGN
SECTION



MEMO TO THE FILE

Page 2

July 15, 1983

A small palustrine wetland lies at the base of the eastern dune slope, and has in places been buried by the road fill of the Ophir-Nesika Beach Road. This parcel lies outside the area identified as the "Euchre Creek to Nesika Beach Critical Habitat on the Beaches and Dunes of the Oregon Coast" in reference (1).

A working list of possible species of special status was prepared from several sources. Information was obtained from references 2, 4, 8 and 9 for those species having special protective status from the provisions of the ESA. "Special" Oregon species without Federal protective status, were obtained from references 1, 2, 5, and 6. The working list was restricted to those taxa which were reported from, or suspected in the locality of the project, and whose habitat requirements corresponded with the habitat afforded by the parcel.

There were five possible species on the working list; four of these have Federal status as "Candidate" species; the fifth species has no federal protection but is considered a "special species" for purposes of site evaluation in Oregon's Natural Heritage Program. The Candidate species under ESA are: 1) "The California Pitcher Plant," Darlingtonia californica; 2) The "Western Lily" Lilium occidentale; 3) "Silvery Phacelia," Phacelia argentea; and 4) "Large Flowered Goldfields" Lasthenia macrantha ssp. prisca. These species are to be "considered in environmental planning." The fifth species is Cypripedium californicum, it is a "special species" in Oregon.

There are four plant communities within the parcel. In order of their location from west to east (from U.S. Highway 101, to the Ophir-Nesika Beach Road) these communities are as follows:

Community #1 is the European Beach grass community. This plant community is the result of efforts of the highway department to stabilize the west facing cut slope of the sand dune after construction of this segment of U.S. Highway 101. The community is dominated by European Beachgrass; scattered lupine and Coyote brush for the shrub layer. The majority of the forbs appearing in the plant list are found beneath the top of the dominant grass layer in both this and the next community. This community forms a grass-shrub savannah which is restricted to the west slope of the dune and covers approximately 30% of the parcel.

Community #2 is a Sitka Spruce/Redtop grass transition zone between communities #1 and #3. The dominant species is Redtop grass, however Sitka Spruce saplings are invading from community #3 to the east, and will soon dominate. This community forms a mixture of sapling forest and grassy savannah which is limited to the gentler slopes of the crest of the dune. The community occupies approximately 20% of the parcel and has the same shrub components as community #1.

MEMO TO FILE
Page 3
July 15, 1983

Community #3 is a mature Sitka Spruce forest found on the eastern slope of the dune, and which extends to the eastern limits of the project. This community is dominated by mature Sitka Spruce and has an exclusive understory of either 100% Salal, or 100% Lily of the Valley; the shrub layer is poorly represented to nonexistent. This plant community forms a mature coniferous forest which occupies approximately 50% of the parcel and is closed to invasion of other species.

Community #4 occurs largely within and is overshadowed by community #3. Community #4 is a wetland community which is restricted to the eastern base of the dune and is discontinuous. This community forms either scrub-shrub swamp or emergent marsh and has three local dominants: these are willow, Cattail, and Sitka sedge. The wetland community covers approximately 2% of the parcel.

RP:dm

Attachments

cc: George Wills
Cam Gilmour
Pieter Dykman

LIST OF FLORA OBSERVED AT THE NESIKA BEACH MATERIAL SITE

1. Redtop*	<u>Agrostis alba</u>	(1 & 2)
2. Tickegrass	<u>A. scabra</u>	(2)
3. European Beach grass*	<u>Ammophila arenaria</u>	(1 & 2)
4. Yarrow	<u>Achillea millefolium</u>	(1 & 2)
5. Wild Cucumber	<u>Echinocystis oregana</u>	(1)
6. Pearly Everlasting	<u>Anaphalis margaritacea</u>	(1 & 2)
7. Bracken Fern	<u>Pteridium aquilinum</u>	(1 & 2)
8. Foxglove	<u>Digitalis purpurea</u>	(1 & 2)
9. Yellow Lupine	<u>Lupinus arboreus</u>	(1 & 2)
10. Cattail*	<u>Typha latifolia</u>	(4)
11. Sitka sedge*	<u>Carex sitchensis</u>	(2, 3, 4)
12. Lily of the Valley*	<u>Mianthemum dilatatum</u>	(3)
13. Thimbleberry	<u>Rubus parviflorus</u>	N/A
14. Himalayaberry	<u>R. procerus</u>	N/A
15. Red flowering Currant	<u>Ribes sanguineum</u>	(2 & 3)
16. Salal*	<u>Galtheria shallon</u>	(3)
17. Coyote Brush*	<u>Baccaris pilularis</u>	(1 & 2)
18. Pacific Wax Myrtle	<u>Myrica californica</u>	(3 & 4)
19. Sitka Spruce*	<u>Picea sitchensis</u>	(2 & 3)
20. Tan Oak	<u>Lithocarpus densiflorus</u>	(3 & 4)
21. Willow*	<u>Salix spp.</u>	(4)
22.	<u>Saxifraga howellii</u>	(2)
23. Evergreen Huckleberry	<u>Vaccinium ovatum</u>	(3)

*Dominant or co-dominant within one of the plant communities.

LIST OF REFERENCES

- (1) Burley, B. 1979. Critical Species and Habitats of Oregon's Coastal Beaches and Dunes. Oregon Coastal Zone Management Assn., Inc., Newport, Ore.
- (2) Dyrness, C.T., J.F. Franklin, C. Maser, S.A. Cook, J.D. Hall, and G. Faxon. 1975. Research Natural Area Needs in the Pacific Northwest. PacNW Forest and Range Exper. Sta., U.S.D.A., Forest Service, Portland, Ore.
- (3) Lindberg, C. A. 1979. Sand Removal Planning and Management Considerations for the Oregon Coast. Oregon Coastal Zone Management Assn. Inc., Newport, Ore. 97365.
- (4) Meinke, R.J. 1982. Threatened and Endangered Vascular Plants of Oregon: An Illustrated Guide. U.S. Fish and Wildlife Service.
- (5) Nature Conservancy. 1977. Nesika Beach Site Report-CU-32. In "Western Oregon Data Summary, Vol I." The Oregon Natural Heritage Program.
- (6) Natural Heritage Advisory Council. 1981. Oregon Natural Heritage Plan. State Land Board, Salem, Ore. 97310.
- (7) U.S. Fish and Wildlife Service. 1977. General Provisions, Permit Procedures and Endangered and Threatened Wildlife and Plants. F.R. Vol. 42, No. 122-Friday, June 24, 1977.
- (8) _____. 1980. Endangered and Threatened Wildlife and Plants: Review of Plant Taxa for Listing as Endangered or Threatened Species. F. R./Vol. 45, No. 242/Monday, December 15, 1980; 82480 - 82569.
- (9) _____. 1982. Endangered and Threatened Wildlife and Plants: 50 CFR 17.11 and 17.12.

r11 U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. ER-329(4)		
LETTER OF APPROVAL AND/OR AUTHORIZATION				
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 4	2. STATE PROJECT NO. See below 2A. COUNTY NAME Curry		
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon				
7. DATE AUTHORIZATION EFFECTIVE 6/22/83	8. FEDERAL ROUTE NUMBER Primary 2	9. STATE ROUTE NUMBER Primary 9		
10. GENERAL LOCATION: Nesika Beach Slide Section				
11. GENERAL DESCRIPTION OF WORK Grade, pave and slope protection				
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY </td> <td style="width: 50%; vertical-align: top;"> ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Permanent Pavement Striping S.F. \$2,500 Permanent Signing S.F. \$1,000 Temporary Erosion Control \$5,000 on the job training \$ 800 </td> </tr> </table>			☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY	☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Permanent Pavement Striping S.F. \$2,500 Permanent Signing S.F. \$1,000 Temporary Erosion Control \$5,000 on the job training \$ 800
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY	☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Permanent Pavement Striping S.F. \$2,500 Permanent Signing S.F. \$1,000 Temporary Erosion Control \$5,000 on the job training \$ 800			
13. REMARKS After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate. Mr. Potter's 6/20/83 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of \$5,018,161 Federal Funds. A signed copy of the Title Sheet is returned herewith. Also, as requested by Mr. J. H. Versteeg's letter of 6/21/83, I concur in the use of mandatory material source at stations 923+00 and 936+00.				
14. DATE 6/22/83	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator		

RECEIVED STATE HWY ENGR						
JUL 5 '83						
REFER TO Potter						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 21, 1983

In Reply Refer to
File No.

DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Nesika Beach Slide Section
Oregon Coast Highway
Curry County

REFERRED TO
..... Watson Mann
..... Cole Stoudenmeyer
..... Eriksen King
..... Beard Bedford Lau
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Correction of the Nesika Beach Slide requires 115,000 yards of additional embankment. Under this project, it is proposed to develop this material by widening the existing section between Stations 923+00 and 936+00. This widening removes a small hill-ock between the existing highway and the beach.

This source for the fill has been made mandatory because the material is suitable for the fill, is on State right-of-way and is close to the work area. There are no known adverse environmental impacts; however, use of this material will open the view of the ocean to the motoring public. Upon removal of the material, the area will be seeded and mulched as part of our standard practice.

Your concurrence in the use of this area as a mandatory material source is requested.

J. H. Versteeg, P.E.
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

DRA:ja

1. Versteeg ✓
2. Anderson ✓
Adams ✓
Macnab ✓
Stoudenmeyer ✓
Terpin ✓
Trout ✓
Wekerlig ✓

RECEIVED

JUN 22 1983

**ROAD DESIGN
SECTION**

Return to Rd. Design File -

JUN 21 1983

APPROVED DATE
DALE E. WILKEN, DIVISION ADMINISTRATOR
OREGON DIVISION
FEDERAL HIGHWAY ADMINISTRATION
BY G. K. Danner
Field Operations Engineer

RECEIVED
JUN 21 1983
OREGON DIVISION



16 June 1983

at Nesika Beach, 5 miles north of Rogue River, Curry County, Gold Beach,
Oregon

ATTN: Frank E. Terpin

Permit Number

J. L. Friedenwald
J. L. FRIEDENWALD
District Commander

(Proponent: DAEN-CWO)

cc w/att General Files
Road Design
Bridge
Don Keyes



DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

June 16, 1983

Navigation Division (ND-RF-1)

Subject: 071-OYA-2-004953 (Pacific Ocean - Excavation and Fill)

Frank E. Terpin, Location Engineer
Oregon State Highway Division
Transportation Building
Salem, Or 97310

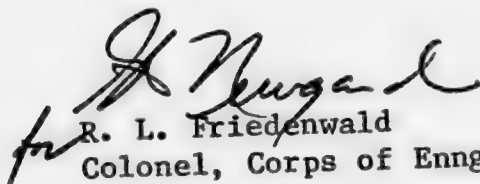
Dear Mr. Terpin:

This is in reply to your written request dated June 3, 1983 for an emergency authorization to perform work in or affecting navigable waters of the United States.

Upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the River and Harbor Act of 3 March 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (P.L. 45-217), you are hereby granted emergency authorization by the Secretary of the Army to excavate approximately 150,000 cubic yards of material for a toe trench and place approximately 550,000 cubic yards of fill and riprap to restore approximately 1600 feet of Oregon Coast Highway at Nesika Beach about 5 miles north of Rogue River.

The work is shown on the attached drawing marked 004953 (Pacific Ocean - Excavation and Fill) (Enclosure 1), and is subject to the attached General and Special Conditions (Enclosure 2).

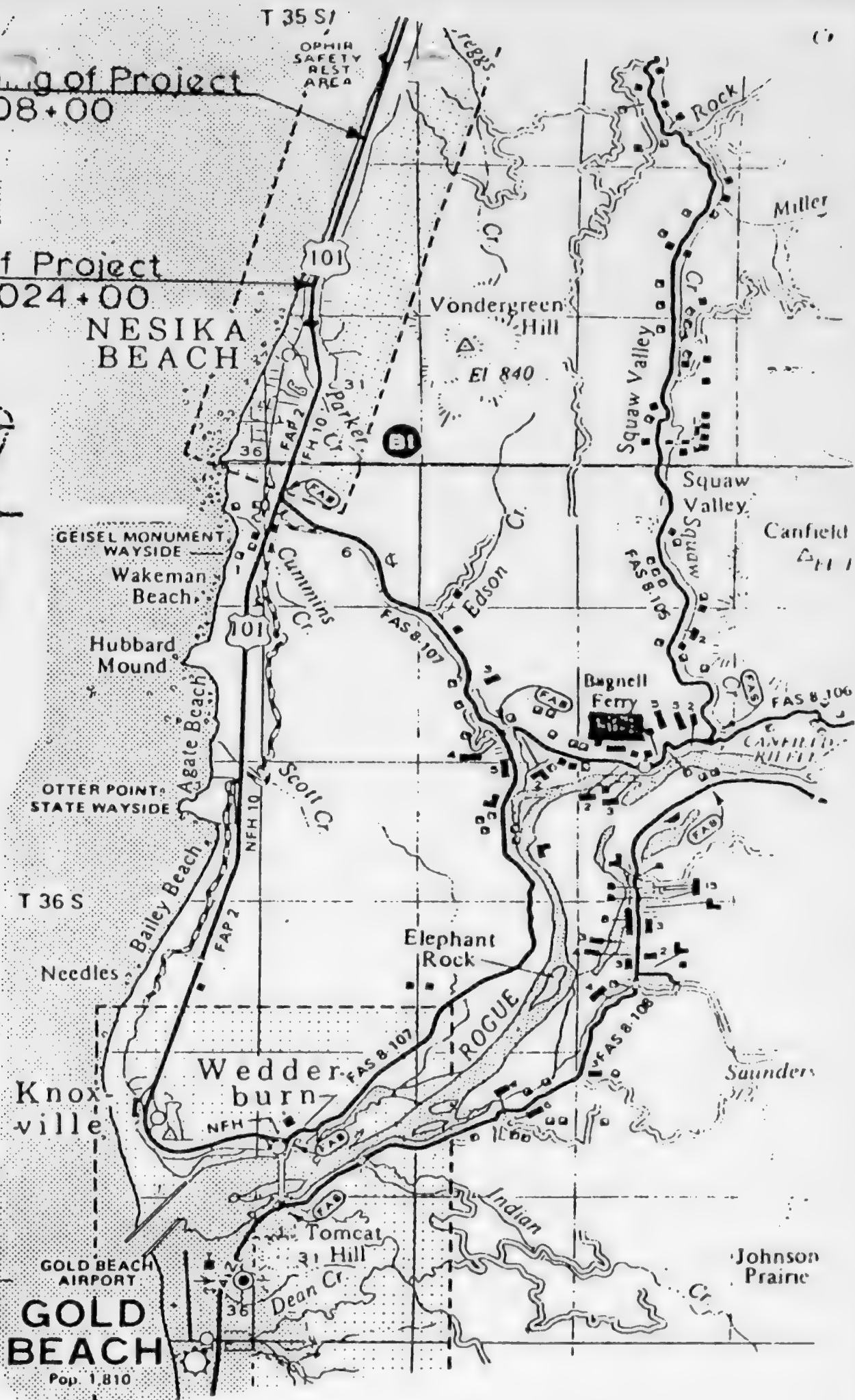
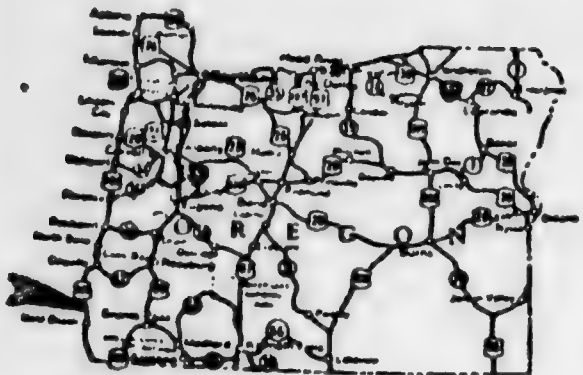
BY AUTHORITY OF THE SECRETARY OF THE ARMY:


R. L. Friedenwald
Colonel, Corps of Engineers
District Engineer

RECEIVED
JUN 20 1983
LOCATION
SECTION

Beginning of Project
Sta. 908+00

End of Project
Stu. 1024+00

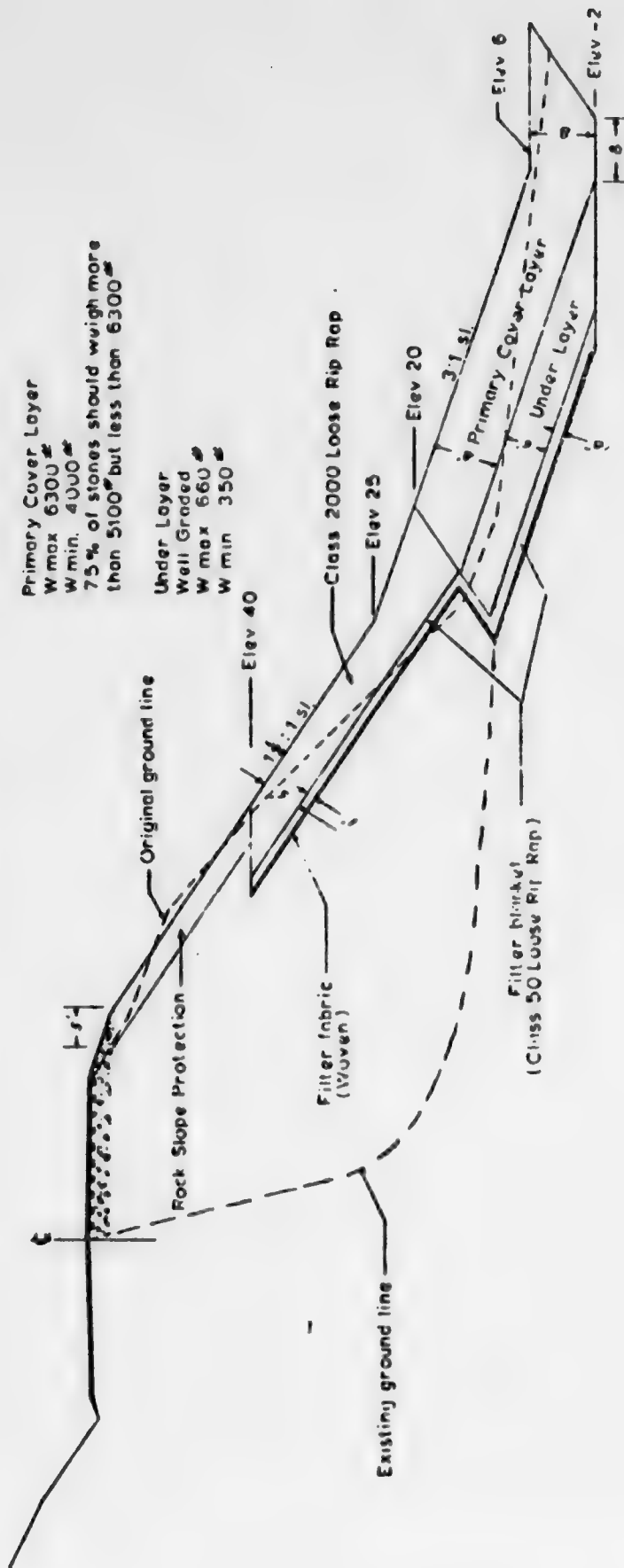


PROPOSED RESTORATION OF THE
OREGON COAST HIGHWAY - NESIKA BEACH
NEAR: GOLD BEACH, OREGON, CURRY COUNTY
APPLICATION BY: OREGON HIGHWAY DIVISION
JUNE 1983 SHEET 1 OF 2

6-21

004953

PORT ORFORD-CALIFORNIA
NESIKA BEACH UNIT



PROPOSED RESTORATION OF THE
OREGON COAST HIGHWAY - NESIKA BEACH
NEAR: GOLD BEACH, OREGON, CURRY COUNTY
APPLICATION BY: OREGON HIGHWAY DIVISION
JUNE 1983 SHEET 2 OF 2

- a. All construction debris will be disposed of on land in such a manner that it cannot enter the waterway.
- b. All piling and lumber treated with creosote or other protective material will be completely dry before use in or near the waterway.
- c. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.
- d. Only clean, durable riprap will be used.
- e. Work in the waterway will be done so as to minimize turbidity increases in the water that tend to degrade water quality and damage aquatic life.
- f. When the District Engineer has been notified by a fishery agency that a filling activity is adversely affecting fish or wildlife resources or the harvest thereof, and when the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity, to the extent required to mitigate or eliminate the adverse effect.
- g. If the permittee, during prosecution of the work authorized herein, encounters a previously unidentified archeological or other cultural resource within the area subject to Department of the Army jurisdiction that might be eligible for listing in the National Register of Historic Places, he shall immediately notify the District Engineer.

I. General conditions: (a) That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

(b) That all activities authorized herein shall, if they involve, during their construction or operation, any discharge of pollutants into waters of the United States or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, pretreatment standards and management practices established pursuant to the Clean Water Act of 1972 (Pub. L. 92-500; 86 Stat. 816), the Marine Protection, Research and Sanctuaries Act of 1972 (Pub. L. 92-532, 86 Stat. 1052), or pursuant to applicable State and local law.

(c) That when the activity authorized herein involves a discharge during its construction or operation, of any pollutant (including dredged or fill material), into waters of the United States, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the district engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

(d) That the discharge will not destroy a threatened or endangered species as identified under the Endangered Species Act, or endanger the critical habitat of such species.

(e) That the permittee agrees to make every reasonable effort to prosecute the construction or operation of the work authorized herein in a manner so as to minimize any adverse impact on fish, wildlife, and natural environmental values.

(f) That the permittee agrees that it will prosecute the construction or work authorized herein in a manner so as to minimize any degradation of water quality.

(g) That the permittee shall allow the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

(h) That the permittee shall maintain the structure or work authorized herein in good condition and in reasonable accordance with the plans and drawings attached hereto.

(i) That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, state, or local laws or regulations.

(j) That this permit does not obviate the requirement to obtain state or local assent required by law for the activity authorized herein.

(k) That this permit may be either modified, suspended or revoked in whole or in part pursuant to the policies and procedures of 33 CFR 325.7.

(l) That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be materially false, materially incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and or the Government may, in addition, institute appropriate legal proceedings.

(m) That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

(n) That the permittee shall notify the District Engineer of the time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

(o) That if the activity authorized herein is not completed on or before _____ day of _____, 19____, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

(p) That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

(q) That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition (t) hereof, he must restore the area to a condition satisfactory to the District Engineer.

(r) That if the recording of this permit is possible under applicable state or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

(s) That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

(t) That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and conditions of this permit or by the transferee subscribing to this permit in

the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

(u) That if the permittee during prosecution of the work authorized herein, encounters a previously unidentified archeological or other cultural resource that might be eligible for listing in the National Register of Historic Places, he shall immediately notify the district engineer.

II. Special Conditions: Here list conditions relating specifically to the proposed structure or work authorized by this permit. The following Special Conditions will be applicable when appropriate:

Structures In or Affecting Navigable Waters of the United States

(a) That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

(b) That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

(c) That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

(d) That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

(e) Structures for Small Boats: That the permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

ROAD DESIGN SECTION

PRO 3

Gary A. Potter, Manager
Program Section

June 7, 1983

Donald R. Adams, P.E.
Final Design Engineer

Storm Damage Repair
Oregon Coast Highway
Curry County

7

Versteeg	✓	RECEIVED
Adams	✓	JUN 08 1983
Wakorlig	✓	ROAD DESIGN SECTION

Following is a list of proposed projects to repair the storm damage which was incurred on the Oregon Coast Highway in Curry County this past winter:

Nesika Beach Section

M.P. 318.8

Type of Work - G-P-Grd1-Riprap \$5,575,000

Meyers Creek Section

M.P. 336.9

Type of Work - Riprap \$ 500,000

Pistol River Bridge Section

M.P. 339.1

Type of Work - Riprap \$ 115,000

The Nesika Beach Section will be one project. The Meyers Creek and Pistol River Bridge Sections are to be combined as one project.

NEM:ja



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

June 3, 1983

Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland, District, Corps of Engineers
P.O. Box 2946
Portland, OR 97208

Application for Department of the Army Permit
Restoration of the Oregon Coast Highway
Nesika Beach, Curry County, Oregon

Last winter's storms caused extensive damage to the Oregon Coast Highway. This section of the highway was washed out and closed to traffic. A detour was established by use of a county road.

As discussed between you and members of my staff in your office on June 1, 1983, we anticipate opening bids for the restoration work on July 14, 1983, with the intention of having the embankments and slopes completed this year before the winter storms start. To meet this schedule, we have to advertise at least a month before bid opening, and we must have all permits before advertising. Time is very important and we would appreciate hearing from you as soon as possible.

The enclosed application and drawing indicate our proposed work and the work area. Also enclosed is a "Project Classification" and Federal Highway Administration approval of the classification.

Frank E. Terpin, P.E., P.L.S.
Location Engineer

Enclosures

cc/att E. S. Hunter
D. L. Trout
D. E. Keyes

RECEIVED TECHNICAL SERVICES					
JUN 3 '83					
REFER TO					
FOR					
Info	Inves	R/D	D/R	Sup	Act
					File

JOINT APPLICATION FOR PERMIT

U.S. ARMY CORPS OF ENGINEERS STATE OF OREGON, DIVISION OF STATE LANDS

WHEREAS Department of the Army permits for proposed work in or affecting navigable waters of the United States, the discharge of dredged or fill material into those waters, and the transport of dredged material for the purpose of dumping it into ocean waters are authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of the Clean Water Act of 1977, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, respectively, ---AND---permits for that part of those project activities which includes the removal or fill in the waterways of Oregon of rock, gravel, silt, and clay are authorized by the State of Oregon under O.R.S. 541.603 to 541.693---THIS APPLICATION WILL MEET THE REQUIREMENTS OF BOTH AGENCIES.

For Agency Use Only	Corps of Engineers # _____	For Agency Use Only	State of Oregon # _____
	_____		_____
Date received _____		Date received _____	

Name of Waterway	Pacific Ocean	River Mile	--	Local Name	Nesika Beach
Section	19 and 30	Township	35 S	Range	14 W
Estimated Starting Date of Project	Summer 1983	Estimated Completion Date of Project	Fall 1984		

NAME OF APPLICANT	Oregon State Highway Division	AUTHORIZED AGENT	Frank E. Terpin, Location Engineer
Address	Transportation Building	Address	200 Transportation Building
City, State, Zip Code	Salem, OR 97310	City, State, Zip Code	Salem, OR 97310
Phone: Work (503) 378-6883	Home ()	Phone: Work (503) 378-6883	Home ()

PROJECT SUPERVISOR		Phone: Work ()	Home ()
PROPERTY OWNER IF OTHER THAN APPLICANT		PROJECT ADDRESS	Nesika Beach
Address		City, County, State	Curry County
City, State, Zip Code		Assessor's Records--	
Phone: Work ()	Home ()	Shown on Map #	Tax Lot #
		Name of Subdivision	Lot Block

In order to expedite the processing of this application, the following city and/or county department, which has local jurisdiction over the proposed project, has been contacted:

Name of Department:	_____
Address:	_____
Phone Number:	_____

APPROVALS OR CERTIFICATIONS applied for or already obtained from other agencies (Federal, interstate, state, county, city, area) for any of the proposed projects described in this application:

Issuing Agency	Type of Approval	Identification #	Date of Application	Date of Approval
Division of State Lands	Preliminary	--	June 1983	--

Has any agency denied approval for the activity described herein or for any other activity directly related to it?
☐ Yes ☒ No If yes, please explain in Remarks.

ADJOINING PROPERTY ON THE WATERWAY: Give names, addresses, and phone numbers of owners and/or occupants.

Oregon State

PLEASE EXPLAIN IN DETAIL your plans to restore the area to its natural condition.

Fill slopes exposed to wave action will be riprapped for protection against erosion.

INFORMATION FOR FILL OR REMOVAL:

FILL WILL INVOLVE _____ cubic yards annually, and 550,000 cubic yards for the total project.

☒ Riprap ☒ Rock ☒ Gravel ☒ Sand ☒ Silt ☒ Clay ☐ Organic

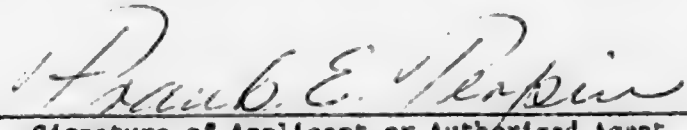
REMOVAL WILL INVOLVE _____ cubic yards annually, and 150,000 cubic yards for the total project.

☒ Rock ☒ Gravel ☒ Sand ☒ Silt ☒ Clay

DESCRIBE IN DETAIL THE PROPOSED ACTIVITY---its primary purpose and secondary purpose, if any,---intended use (private, public, commercial)---type of structures and use---type of vessels using facility---facilities for handling wastes---type of conveyance and manner of extraction of any fill or removal---the quantity and composition of, and the source and disposal sites for any fill or removal. (If additional space is needed, use plain sheet of paper.)

The project is for the restoration of a section of the Oregon Coast Highway that has been closed to traffic because of washouts. The project involves replacement of embankment material, digging a toe trench and placing riprap for protection against erosion. The material excavated for the toe trench will be used to replace the embankment that was washed out. It is anticipated that we will need borrow material which is available from other State-owned land. The riprap is available in a State-owned quarry. The work will probably be done using dragline, shovel, dozer, trucks, grader and other miscellaneous construction equipment. The approximate quantities are 150,000 cubic yards excavation, 300,000 cubic yards embankment and 250,000 cubic yards riprap.

Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

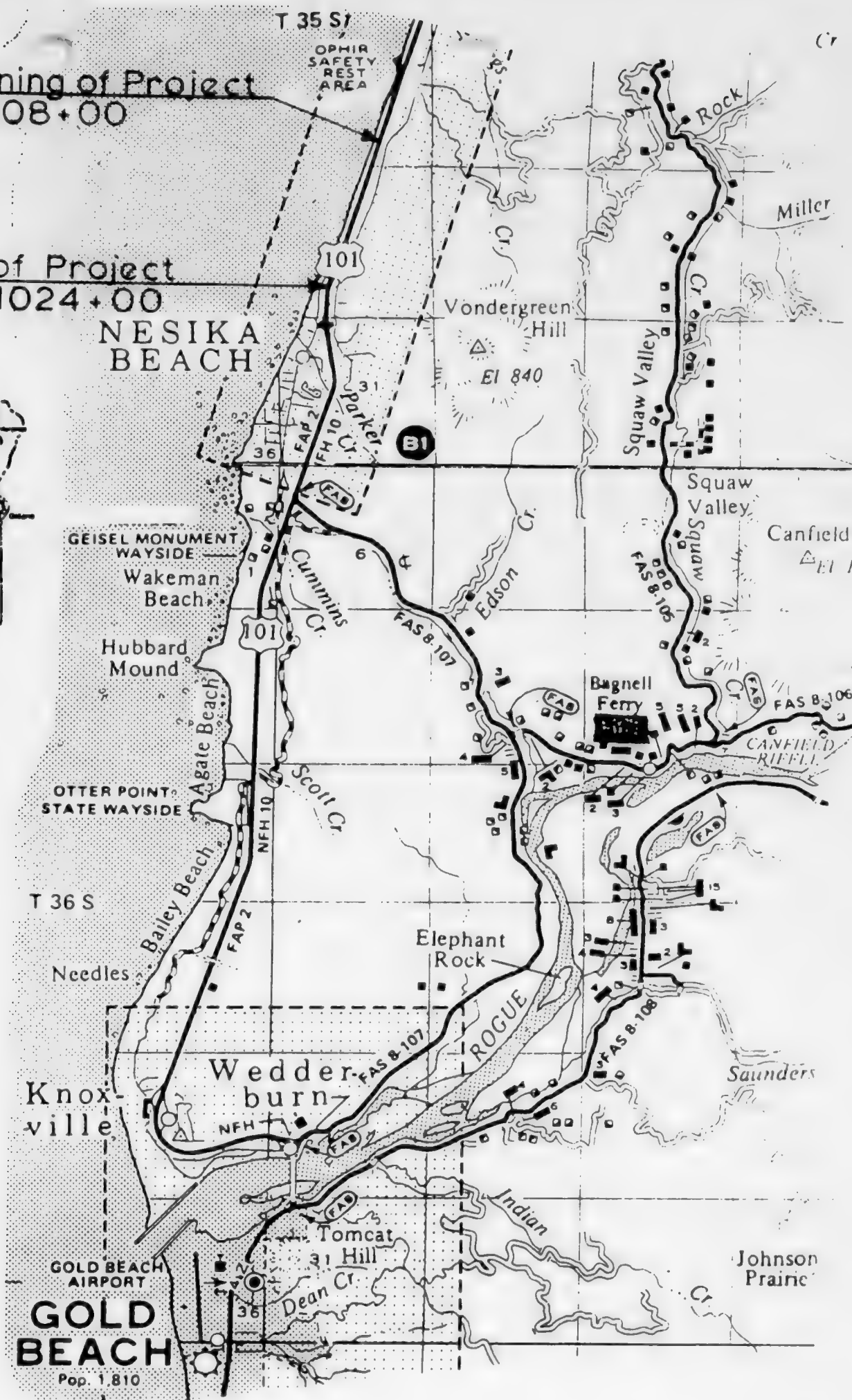
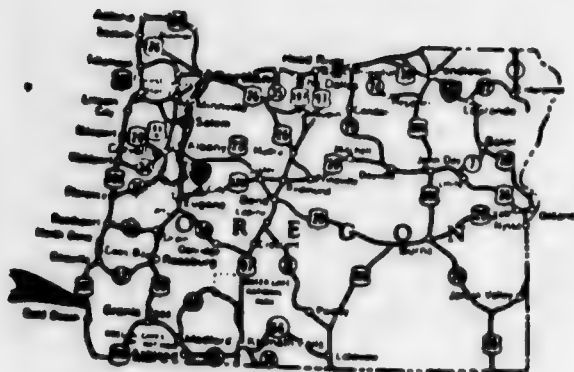

Signature of Applicant or Authorized Agent

18 USC 1001 provides in part: "Whoever, in any manner within the jurisdiction of any department . . . of the United States knowingly and willfully falsifies . . . a material fact or makes any false . . . statement or . . . uses any false . . . document . . . shall be fined not more than \$10,000 or imprisoned not more than five years, or both."

Beginning of Project
Sta. 908+00

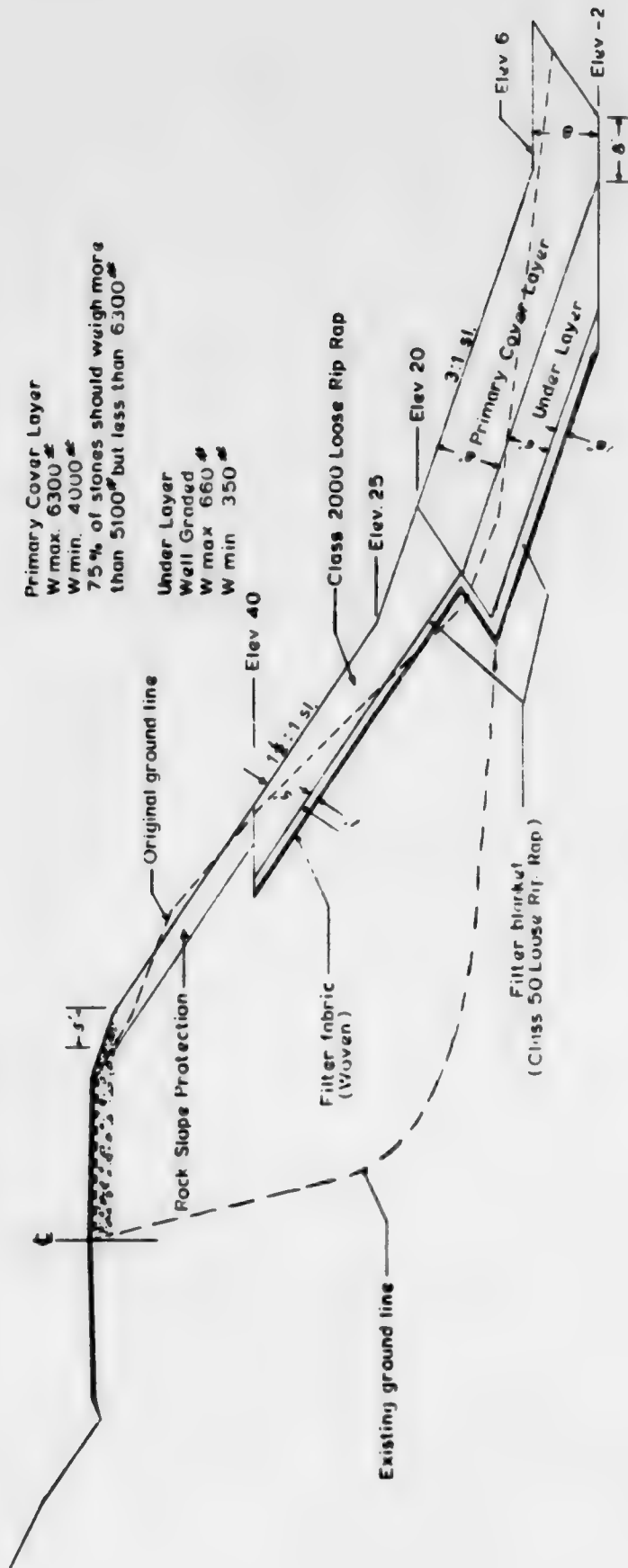
End of Project
Sta. 1024+00

NESIKA
BEACH



PROPOSED RESTORATION OF THE
OREGON COAST HIGHWAY - NESIKA BEACH
NEAR: GOLD BEACH, OREGON, CURRY COUNTY
APPLICATION BY: OREGON HIGHWAY DIVISION
JUNE 1983 SHEET 1 OF 2

PORT ORFORD - CALIFORNIA
NESIKA BEACH UNIT



PROPOSED RESTORATION OF THE
OREGON COAST HIGHWAY - NESIKA BEACH
NEAR: GOLD BEACH, OREGON, CURRY COUNTY
APPLICATION BY: OREGON HIGHWAY DIVISION
JUNE 1983 SHEET 2 OF 2



Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

May 12, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Nesika Beach Slide Correction
Oregon Coast Highway
Curry County
ER-329(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
May 16, 1983

CMG:1b

Attachments (4)

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
Keats Oliver
G. A. Potter
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Ur
Phil Lewellyn
Surfacing Design
General Files
Jim Gix
Gerald Parker
Elliott Parker
Bill Brown
Don Keyes (8)

for Rich P. Smith 5/16/83
Division Administrator Date



PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION

NESIKA BEACH SLIDE CORRECTION

KEY ID #

REGION

3

ESTIMATED RIGHT-OF-WAY IMPACTS

No additional right-of-way will be purchased. The proposed project will require encroachment on the coastal shoreline below the 16 foot contour elevation (above MSL). The State Parks and Recreation Division has found the project in compliance with Oregon Beach Law.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project will have no impact on land use in the area, in that it is only restoring the highway to an operational condition. The proposed highway restoration and shoreline protection is felt to be consistent with the Coastal Zone Management Act and local comprehensive plan, because the proposed corrective steps are the minimum necessary to restore highway operations and protect against future failure.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

There should be no impact or change from what the facility was prior to the failure and subsequent detouring of traffic.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The restoration work will encroach on beach in an area below the 16 foot contour. All material (80,000-100,000 c.y. of rock) will replace material washed away and will protect other areas of the shoreline susceptible to erosion.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Under Oregon Revised Statutes, the beach zone between the Ordinary High Tide elevation and the Ordinary Low Tide elevation is designated a State Recreation Area. The proposed highway restoration and slope protection work would fall outside this zone under normal conditions, and would maintain approximately the same (cont. on attached sheet)

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Riprapping may be viewed as unaesthetic, but since much of the shoreline embankment is already bare from wave action, the aesthetic change is not considered to be significantly adverse and is considered to be necessary to preserve the shoreline.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a Categorical Exclusion according to 23 CFR 771.115.

OTHER DOCUMENTATION

Division of State Lands Permit

PREPARED BY

X Cam Gilmour

TELEPHONE NUMBER

378-8486

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

Attachment for Nesika Beach Slide Correction

Estimated Impact on Parks, Historic Properties, or other Cultural or Scenic Resources:
(Cont.)

relationship to the Ordinary High Water elevation as the previous highway embankment did.

Last winter's storms resulted in an extraordinary scour and displacement of beach sand, which lowered the beach level by 16'-22'. Since redepositing of sand is anticipated, the beach is expected to return to its prior level, and the proposed project will not encroach upon the ordinary high tide level. Since the proposed work is restorative and protective in nature, it fully complies with the applicable Oregon Revised Statutes, and would not involve the recreation zone under normal circumstances, it has been concluded that the project would not adversely affect recreational use of the beach. (See letter from State Parks Administrator). No parks or historic properties would be affected by the proposed work.

Riprapping the shoreline exposed to wave action will alter the aesthetic condition, although much of the shoreline in the project area is already bare or subject to devegetation from wave action. Every effort, in close coordination with the Oregon State Parks Division, will be made to preserve and reestablish vegetation.

MP 338.1-339.2

MP 336.4-337.1

MP 319.5-320.5



OREGON STATE HIGHWAY DIVISION
NESIKA BEACH SLIDE CORRECTION
OREGON COAST HIGHWAY
MP 319.5-320.5, MP 336.4-337.1
MP 338.1-339.2
CURRY COUNTY

MAY 1983



Department of Transportation
PARKS AND RECREATION DIVISION

525 TRADE STREET SE., SALEM, OREGON 97310

Cam
Donna K.
project file
[signature]

May 9, 1983

Frank Terpin, Location Engineer
Oregon State Highway Division
Room 201, Transportation Bldg.
Salem OR 97310

RE: Nesika Beach Section U.S. Highway 101 Restoration

We have reviewed the proposed plans to restore the ocean shore bank along Highway 101 between Ophir and Nesika Beach in Curry County.

Our determination is that the project is in compliance with the Oregon Beach Law. Specifically, we have found the following:

1. A highway bank protection revetment existed on the site prior to May 1, 1967. ORS 390.650 (5) provides that no permit is required for the repair, replacement, or restoration of an improvement existing on or before May 1, 1967, so long as the restoration is made in the same location as the original improvement and within three years after its damage or destruction.

The project plans show that the proposed revetment works are basically in the same location as the previous installation.

2. Limited public use and access. The project site is located in an ocean shore area that receives very little beach use by the public year-round. There are no parks or waysides that provide access to any sections of this beach. Ophir Safety Rest Area is located midway along the subject beach; however, the primary use of this area is for highway travelers. What use occurs is limited to residents of Nesika Beach, and this use is light due to limited residential development.
3. No additional impact on scenic values. Project plans are to essentially restore the existing highway frontage. It does not appear that there will be any increased impact on scenic values of the beach area. The less severe slope angle of the proposed restoration may, in fact, enhance scenic values by providing improved conditions for vegetation to grow.
4. No significant obstruction to public travel on the beach. Plans show approximately 30 to 40 additional feet of beach needed to support the highway road bed. This beach is ordinarily quite wide and sandy. The additional encroachment does not cause a significant obstruction to public access or vehicle travel.

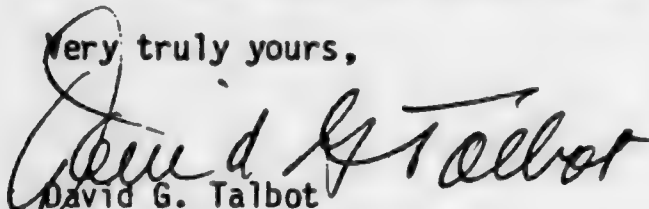
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MAY 10 1983
Environmental Section

Frank Terpin, Location Engineer
May 9, 1983
Page 2

5. No safety hazard. The design of the proposed restoration and materials used do not indicate that the structure will pose any public safety hazard.
6. No other known resource values would be affected by the proposed project.

For any questions concerning this review, or for additional information, please contact Peter Bond, Ocean Shores Coordinator.

Very truly yours,


David G. Talbot
State Parks Administrator

DGT/PDB/js

cc: Ken Lucas
Fred Miller
Earle Johnson, Div. of State Lands
Curry Co. Planning Dept.
✓ Pieter Dykman, Hwy. Environmental Section



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to
File No.

PRO 6-2

Date: June 3, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Storm Damage, US 101
Curry County

RECEIVED STATE HWY ENGR						
JUN 3 '83						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Sufficient preliminary engineering has now been performed to allow our field organization and Design Section to prepare a more thorough assessment of costs of repair on the subject storm damage.

A tabulation of the anticipated cost of the restoration work for the emergency repair is as follows:

Permanent Repairs

Nesika Beach Section	\$ 5,700,000.00
Meyers Creek Section	600,000.00
Pistol River Section	150,000.00
Cove Point & Turner Slide Section	100,000.00
Estimated Total	\$ 6,550,000.00

Temporary Repairs

Nesika Beach Section	\$ 145,000.00
Cove Point Section	20,000.00
Turner Slide Section	15,000.00
Estimated Total	\$ 180,000.00

Preliminary Engineering

Phase 1 & 2	\$ 100,000.00
TOTAL RESTORATION COST	\$ 6,830,000.00

*\$3.7 million
(first good
estimate
from field)*

Dale E. Wilker
June 3, 1983
Page 2

The refined cost estimate for permanent repair is notably greater than the windshield estimate submitted previously. Therefore, I request your assistance in obtaining the additional amount estimated to restore these sections of the Oregon Coast Highway to their pre-disaster condition.

It would be appreciated if you could respond prior to June 16, for it is presently proposed to receive bids on July 14 because of the critical need to make the permanent restoration as early as possible.

JLG:bks

bc: H.S. Coulter
E.S. Hunter
W.E. Schwartz
R.N. Bothman
Jim Gix

Vern Skoog
J.H. Versteeg
B.E. Brown
Frank Morrison



STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: June 2, 1983

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Emergency Repair
Curry County

The following is a breakdown of the anticipated cost for emergency repair work on Highway 101 in Curry County.

Cost Estimate

Nesika Beach Section	\$ 5,700,000
Meyers Creek Unit	600,000
Pistol River Bridge	150,000
Cove Point & Turner Slide	<u>100,000</u>
Total	\$ 6,550,000

JHV:rw

cc: Gary Potter

RECEIVED TECHNICAL SERVICES					
JUN 2 1983					
REFER TO					
FOR					
Info	Inves	R/D	D/R	Sign	App



STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

FROM: *Alan*
Donald L. Trout
Final Project Coordinator

SUBJECT: Status Report
~~Necika Beach Slide~~
Oregon Coast Hwy.
Curry County

DATE: June 1, 1983

Versteeg	✓	RECEIVED
Anderson		
2 Adams		
3 Macnab	<i>SA</i>	
Stoudenmeyer		
Terpin		JUN 02 1983
Trout		ROAD DESIGN SECTION
Wackerlig		

Do Not File
Return to
Bring Up
Action

1. Location survey data is in Final Design. Plans will be completed June 10, 1983. No R/W is required.
2. Division of State Lands permit was requested May 31, 1983. DSL personnel are clearing the permit by phone with appropriate governmental agencies. Permit conditions are expected on or before June 10, 1983.
3. The Corps of Engineers have been personally contacted regarding their permit. They indicated no problem and intend to issue a permit under their emergency clause by June 10, 1983.
4. Environmental documentation for the project has been approved by the Federal Highway Administration.
5. Receipt of plans in the Spec's Unit by June 11, 1983 will allow them to prepare the project for the July 28, 1983 bid letting.

No delays are anticipated.

DLT:mg

cc: J. H. Versteeg
Don Adams
Steve Macnab
Frank Terpin



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

May 12, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Nesika Beach Slide Correction
Oregon Coast Highway
Curry County
ER-329(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
May 16, 1983

CMG:1b

Attachments (4)

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
Keats Oliver
G. A. Potter
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Ur
Phil Lewellyn
Surfacing Design
General Files
Jim Gix
Gerald Parker
Elliott Parker
Bill Brown
Don Keyes (8)

for Rick L. P. Quill 5/16/83
Division Administrator



PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION

NESIKA BEACH SLIDE CORRECTION

KEY ID #

REGION

3

ESTIMATED RIGHT-OF-WAY IMPACTS

No additional right-of-way will be purchased. The proposed project will require encroachment on the coastal shoreline below the 16 foot contour elevation (above MSL). The State Parks and Recreation Division has found the project in compliance with Oregon Beach Law.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project will have no impact on land use in the area, in that it is only restoring the highway to an operational condition. The proposed highway restoration and shoreline protection is felt to be consistent with the Coastal Zone Management Act and local comprehensive plan, because the proposed corrective steps are the minimum necessary to restore highway operations and protect against future failure.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

There should be no impact or change from what the facility was prior to the failure and subsequent detouring of traffic.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The restoration work will encroach on beach in an area below the 16 foot contour. All material (80,000-100,000 c.y. of rock) will replace material washed away and will protect other areas of the shoreline susceptible to erosion.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Under Oregon Revised Statutes, the beach zone between the Ordinary High Tide elevation and the Ordinary Low Tide elevation is designated a State Recreation Area. The proposed highway restoration and slope protection work would fall outside this zone under normal conditions, and would maintain approximately the same (cont. on attached sheet)

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Riprapping may be viewed as unaesthetic, but since much of the shoreline embankment is already bare from wave action, the aesthetic change is not considered to be significantly adverse and is considered to be necessary to preserve the shoreline.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a Categorical Exclusion according to 23 CFR 771.115.

OTHER DOCUMENTATION

Division of State Lands Permit

PREPARED BY

X Cam Gilmour

TELEPHONE NUMBER

378-8486

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

Attachment for Nesika Beach Slide Correction

Estimated Impact on Parks, Historic Properties, or other Cultural or Scenic Resources:
(Cont.)

relationship to the Ordinary High Water elevation as the previous highway embankment did.

Last winter's storms resulted in an extraordinary scour and displacement of beach sand, which lowered the beach level by 16'-22'. Since redepositing of sand is anticipated, the beach is expected to return to its prior level, and the proposed project will not encroach upon the ordinary high tide level. Since the proposed work is restorative and protective in nature, it fully complies with the applicable Oregon Revised Statutes, and would not involve the recreation zone under normal circumstances, it has been concluded that the project would not adversely affect recreational use of the beach. (See letter from State Parks Administrator). No parks or historic properties would be affected by the proposed work.

Riprapping the shoreline exposed to wave action will alter the aesthetic condition, although much of the shoreline in the project area is already bare or subject to devegetation from wave action. Every effort, in close coordination with the Oregon State Parks Division, will be made to preserve and reestablish vegetation.

MP 338.1-339.2

MP 336.4-337.1

MP 319.5-320.5



OREGON STATE HIGHWAY DIVISION
NESIKA BEACH SLIDE CORRECTION
OREGON COAST HIGHWAY
MP 319.5-320.5, MP 336.4-337.1
MP 338.1-339.2
CURRY COUNTY

MAY 1983



Department of Transportation
PARKS AND RECREATION DIVISION

525 TRADE STREET SE., SALEM, OREGON 97310

May 9, 1983

CAm
Donna K.
project file
PTA

Frank Terpin, Location Engineer
Oregon State Highway Division
Room 201, Transportation Bldg.
Salem OR 97310

RE: Nesika Beach Section U.S. Highway 101 Restoration

We have reviewed the proposed plans to restore the ocean shore bank along Highway 101 between Ophir and Nesika Beach in Curry County.

Our determination is that the project is in compliance with the Oregon Beach Law. Specifically, we have found the following:

1. A highway bank protection revetment existed on the site prior to May 1, 1967. ORS 390.650 (5) provides that no permit is required for the repair, replacement, or restoration of an improvement existing on or before May 1, 1967, so long as the restoration is made in the same location as the original improvement and within three years after its damage or destruction.

The project plans show that the proposed revetment works are basically in the same location as the previous installation.

2. Limited public use and access. The project site is located in an ocean shore area that receives very little beach use by the public year-round. There are no parks or waysides that provide access to any sections of this beach. Ophir Safety Rest Area is located midway along the subject beach; however, the primary use of this area is for highway travelers. What use occurs is limited to residents of Nesika Beach, and this use is light due to limited residential development.
3. No additional impact on scenic values. Project plans are to essentially restore the existing highway frontage. It does not appear that there will be any increased impact on scenic values of the beach area. The less severe slope angle of the proposed restoration may, in fact, enhance scenic values by providing improved conditions for vegetation to grow.
4. No significant obstruction to public travel on the beach. Plans show approximately 30 to 40 additional feet of beach needed to support the highway road bed. This beach is ordinarily quite wide and sandy. The additional encroachment does not cause a significant obstruction to public access or vehicle travel.

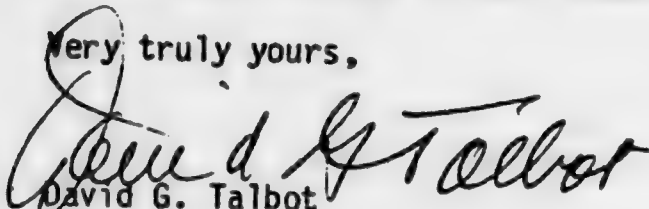
RECEIVED
MAY 10 1983
Environmental Section

Frank Terpin, Location Engineer
May 9, 1983
Page 2

5. No safety hazard. The design of the proposed restoration and materials used do not indicate that the structure will pose any public safety hazard.
6. No other known resource values would be affected by the proposed project.

For any questions concerning this review, or for additional information, please contact Peter Bond, Ocean Shores Coordinator.

Very truly yours,


David G. Talbot
State Parks Administrator

DGT/PDB/js

cc: Ken Lucas
Fred Miller
Earle Johnson, Div. of State Lands
Curry Co. Planning Dept.
✓ Pieter Dykman, Hwy. Environmental Section



STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File
FROM: *B. E. Brown*
B. E. Brown
District Maintenance Supervisor
SUBJECT: Nesika Beach Erosion

DATE: April 20, 1983

NOTED
W. E. SCHWARTZ

RECEIVED STATE HWY ENGR							
APR 21 '83							
REFER TO <i>Schwartz</i>							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	
X							

As per instructions from the Region Office, we are preparing to place rip-rap material adjacent to the severely washed areas at Nesika Beach.

This material will be placed to prevent further erosion to the highway and will not be placed in the final position for armoring this section of the highway.

In my opinion, there are only two contractors with rock sources close enough to Nesika Beach to make them competitive in the placement of this material. Consequently, I called Tidewater Contractors, Inc., who have a pit approximately 7 miles from the eroded highway, and also Bracelin and Yeager Excavating and Trucking, who are in control of a pit 5 miles from Nesika Beach. I asked both of these companies for a bid on rip-rap with the following stipulations.

1. Rip-rap would be Class 2000 and larger.
2. The furnishing, loading and hauling of the rip-rap shall all be included in the delivered price to Nesika Beach.
3. The contractor shall furnish a suitable certified scale to weigh the rip rap which will be purchased by the ton.

After relaying the above specifications to the two contractors, I received the following quotes.

1. Tidewater Contractors, Inc. \$6.25 per ton.
2. Bracelin and Yeager Excavating
and Trucking \$5.95 per ton.

On the basis of these quotations, I advised Bracelin-Yeager to proceed with setting up of the scales and hauling rip-rap to Nesika Beach. I also made arrangements to rent from them -

1 D-8 Cat, fully operated at \$80 an hour.
and

1 Cat 225 backhoe for \$75 an hour.

This equipment will be used to place the rip-rap at Nesika Beach. Bracelin and Yeager plan on starting this work on Thursday, April 21, 1983.

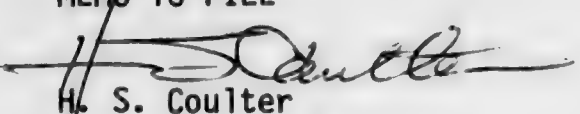
BEB/lm Copy to H. S. Coulter and James J. Gix



STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
MAI 26

TO: MEMO TO FILE

FROM: 
H. S. Coulter
State Highway Engineer

SUBJECT: Emergency Contracts to
Halt Embankment Erosion

DATE: April 19, 1983

Beginning in February 1983, storms, high tides, unusually forceful wave action and possible changes in Pacific Ocean currents began eroding the embankment of the Nesika Beach section of the Oregon Coast Highway at approximately milepoint 320.00. The embankment has sustained severe damage and a section of the highway itself has washed out.

In a previous memorandum to the Public Contract Review Board dated February 28, 1983, I described the necessity for emergency repairs at this same location. Those repairs were estimated to cost \$100,000 but have exceeded \$140,000.

Additional repairs are now necessary because erosion is damaging other areas of the Nesika Beach section where no repairs have been made.

Emergency contracts have been negotiated with Bracelin & Yeager Co. for riprap material delivered to the site and for rental of equipment. Some equipment will also be rented from JBS Co. Contracts for equipment and materials are estimated to cost \$150,000.

I have determined emergency repairs are necessary to prevent additional damage to the highway. Due to the emergency nature of the situation, time is not available to follow formal competitive bidding procedures.

As authorized under Delegation Order No. 23, Paragraph 10, from the Oregon Transportation Commission, this memorandum constitutes the authority to proceed with all emergency repairs.

MO:sv st

cc W. E. Schwartz
R. L. Schroeder
J. J. Gix
B. E. Brown



Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No **MAI 26**

DATE: April 19, 1983

TO: Public Contract Review Board
100 State Office Building
Salem, Oregon 97310

FROM: W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

In conformance with OAR 127-10-030, attached is a declaration of emergency from the State Highway Engineer related to emergency repairs now being made to a State highway. Due to the emergency nature of the situation, the contracts had to be negotiated without following formal competitive bidding procedures.

mo:sv

bc: H. S. Coulter
R. L. Schroeder
J. J. Gix
B. E. Brown



VICTOR ATTYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: April 15, 1983

TO: Oregon Transportation Commission

In Reply Refer to
File No.:

FROM: H. S. Coulter
State Highway Engineer

CON

SUBJECT: Curry County Storm Damage and Proposed
Nesika Beach Restoration, Oregon Coast Highway

Heavy and persistent rains have intensified existing landslide problems on the Oregon Coast Highway in Curry County. High ocean tides, accompanied with storm-generated waves, have assaulted the coast there, causing extensive damage to US101. As a result, the Governor, on March 28, declared a state of disaster to exist in that county.

The most significant area of damage is seven miles north of Gold Beach section, near the community of Nesika Beach. Repairs to the Nesika Beach will involve a major effort. It is about one mile long, and will require more than 300,000 cubic yards of fill and riprap. The Highway Division estimates it will cost between \$3 and \$4 million to restore this section. Actual costs will depend upon the availability of satisfactory riprap for protecting the reconstruction embankments. Highway Division geologists are searching for a source of riprap now.

The Nesika Beach section shoreline has eroded as much as 120 feet back and elevations have been reduced as much as 50 feet. To restore this, we would shift the alignment of the shoreline seaward and lower the roadway elevation. Larger riprap than was previously used would be added to hold the embankment.

A second consideration for repairing this section of the Coast Highway is to relocate the highway along the existing county road that parallels the damaged section. This road is immediately adjacent to residential property and would not likely be welcomed by those residents. A third consideration would be to relocate this section east of this county road, abandoning the right-of-way.

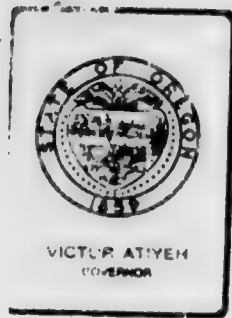
A decision regarding reconstruction is pending. A contract for the section should be let this summer.

HSC:ia

bc Fred D. Miller
R. W. Gormsen
W. E. Schwartz
R. N. Bothman

R. L. Schroeder
Jim Gix
George Bell

4-18-83
Not sent -
Will use all
press release
HSC



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: April 7, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Emergency Relief Slide Correction
Oregon Coast Highway, Curry County

In Reply Refer to
File No.: CON

On the agenda for your consideration at the April 18 meeting will be a request to add to our construction program, Emergency Relief slide correction work on the Oregon Coast Highway in Curry County.

There are five areas with major damage which resulted from high tides, heavy wave action, and excessive rainfall starting in January and continuing through March. The major identified locations (shown on the attached map) are at Cove Point, which is just North of Humbug Mountain; Nesika Beach, about five miles north of Gold Beach; Turner just north of Cape Sebastian; Meyers Creek, just south of Cape Sebastian; and at Pistol River. A preliminary estimate of cost to repair these five slides, in addition to temporary repair work, is \$5 million.

The Governor declared a State of Emergency on March 28, 1983. We have notified the Federal Highway Administration that we will be requesting an Emergency Relief Program on the Coast Highway in Curry County. The FHWA Division office has made its disaster assessment and is preparing a field report which will be forwarded for approval to the Secretary of Transportation. We anticipate the work will be determined eligible and will be funded with 100 percent federal funds.

I recommend your approval and request authority to sign the necessary agreement for and on your behalf.

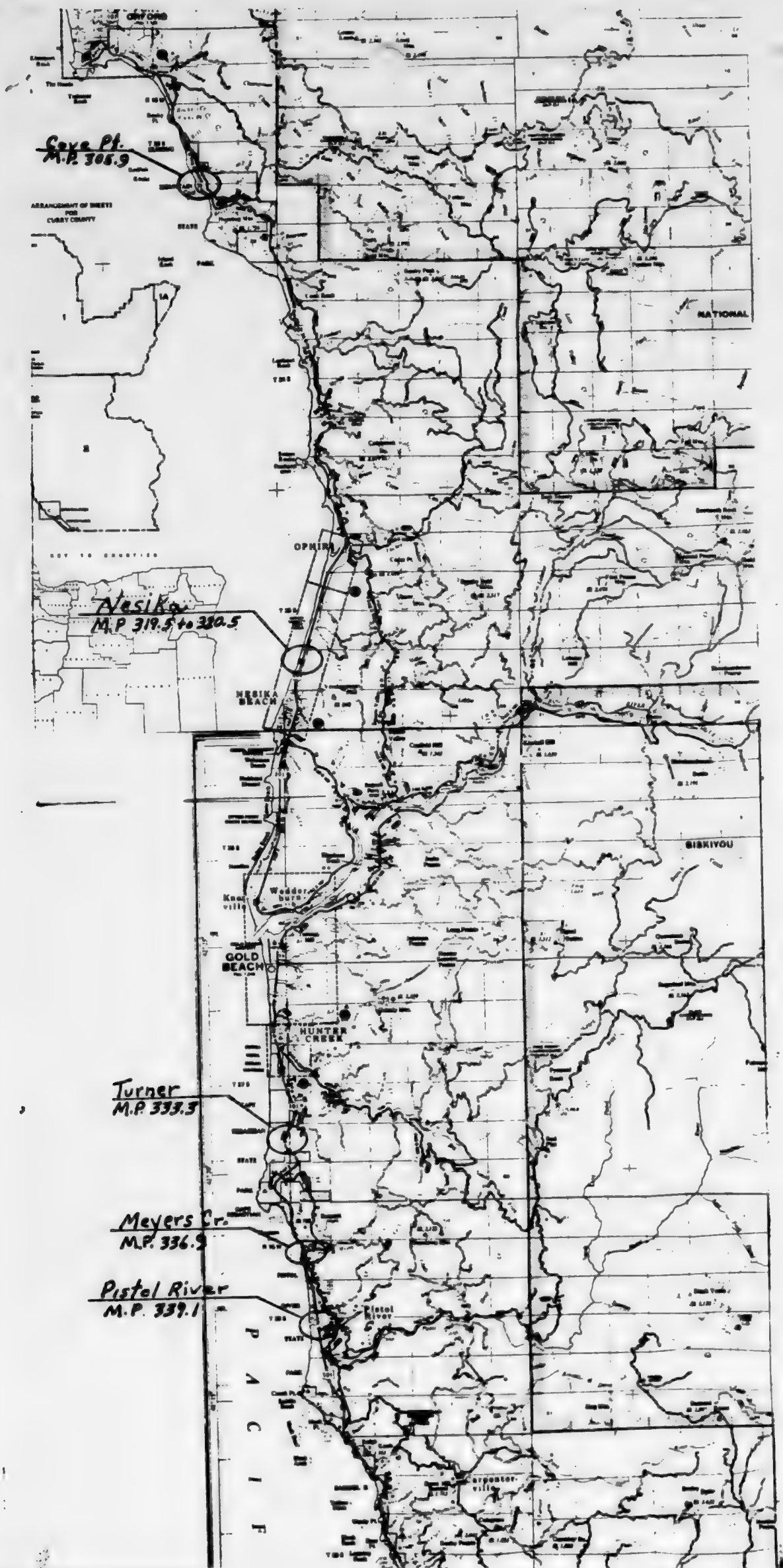
Att.

DES:pf ia

bc Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz

Gary Potter
C. T. Keasey
J. H. Versteeg
V. E. Skoog

Jim Gix
Warren Richards
George Bell





STATE OF OREGON

INTEROFFICE MEMO

TO: J. X. Wilson, P.E.
Region Construction Engr.

FROM: *B.E. Brown*
B.E. Brown
District Maintenance Supervisor

SUBJECT: Slide & Washout Costs

DATE: April 5, 1983

Attached is a tabulation showing the costs incurred by State forces and outside rental on the following sections.

1. Cove Point
2. Nesika Beach
3. Turners Slide

The Cove Point and Turner slide areas also include estimated costs to repair. These costs do not include some additional \$35,000 that was expended on other slides in this area. These figures are all supplied by our computer so there is a chance of additions and deletions which have not been programmed to date.

I am also attaching the photos that we discussed at our meeting on 4/1/83. It is my understanding that Frank Morrison is to furnish you detailed costs on the Nesika Beach and Myers Creek to Pistol River Sections.

BEB/lm

Attachment

NOTED
W. E. SCHWARTZ

RECEIVED STATE HWY ENGR							
APR 11 '83							
REFER TO <i>Schwartz</i>							
FOR							
Info	Inv	R/D	J/R	Sign	Act	File	

ROSEBURG REGION RECEIVED			
APR 11 1983			
INFO	DOF	TE	
RS	DOF	RS	DOF
GE	RS	ATE	AM

*Cy-Schroeder
for info
11/12*

4-8-83

CC: Wally Bryant, FHWA w/attach
H.S. Coulter ✓
(photos)

J.X.W.

4/1/83 SLIDE AND WASHO COSTS

Cove Point M.P. 305.2 to 305.6

Expended to 3/15/83

Labor	7,405
Equipment	2,561
Materials	<u>7,925</u>
	\$17,891

Additional estimated repair costs

Drainage	9,000
Grading	15,000
Surfacing	30,000
Guardrail	<u>6,000</u>
	60,000
20%	<u>12,000</u>
	\$72,000

Turners Slide M.P. 333.3 to 333.7

Expended to 3/15/83

Labor	3,300
Equipment	1,983
Material	<u>5,781</u>
	\$11,064

Estimated additional costs

Grading	7,000
Drainage	8,000
Surfacing	25,000
Guardrail	<u>5,000</u>
	\$45,000
20%	<u>10,000</u>
	\$55,000

Nesika Beach Section M.P. 320.4+

Expended to 3/15/83

Labor	43,000
Material	42,347
Equipment	55,088
Per Diem	<u>2,441</u>
	\$142,876

BEB/lm

CURRY COUNTY STORM DAMAGE
AND
PROPOSED NESIKA BEACH RESORATION
OREGON COAST HIGHWAY

As you know, the winter of 1982-1983 has had some damaging effects on the Oregon coast. Heavy and persistent rain has intensified existing landslide problems, and high ocean tides accompanied with storm-generated waves have assaulted the coast line resulting in extensive damage to highways and other works. As a result, the governor of the state of Oregon declared an emergency disaster on March 28, 1983.

The pictures displayed here represent some of the highway problems which are a result of those conditions.

The most significant area of damage is seven miles north of Gold Beach near the community of Nesika Beach.

NESIKA BEACH SECTION, COAST HIGHWAY

PHOTO I: The wave-damaged section at Nesika Beach is shown in this photo as seen from an aircraft looking southerly toward the community of Nesika Beach. Traffic is presently detoured to the county road to the left in the photograph. Other photos show damage to this section and others.

Repairs to the damage section will involve a major effort. It is about one mile in length and will require over 300,000 cubic yards of embankment and riprap. Restoration is estimated to cost between \$3 and \$4 million.

The section was constructed originally by the federal government (BPR) and completed in the 1950's.

MAP: A cross section of that work is represented here which shows the grading and riprap constructed at that time. The line highlighted in yellow shows the construction and the beach elevation as it existed in 1980.

High waves and tides combined to breach the riprap and severely erode the fills. As a result the shoreline has been eroded as much as 120 feet back from the original shore and elevations reduced as much as 50 feet. The cross section highlighted in violet shows the condition as of March 1983.

Proposed restoration involves shifting and alignment seaward and lowering the roadway elevation which will provide balanced earthwork and remain within the existing highway right of way. This is shown highlighted in blue.

Improved protection of reconstructed embankments is proposed by placing riprap to higher elevations by use of larger stone, and excavating a toe trench for the riprap which will provide better anchorage for the stone.

Two other location considerations are also being considered:

- 1) relocate easterly and away from the ocean (abandon the old roadway right of way) leaving the damaged section exposed to loss of lands to the community.

- 2) reconstruction of the present county road adjacent to the highway on the east. This plan would require placing of riprap on the beach but would require somewhat less than reconstruction of the existing facility. However, impacts on the human community would appear to be significant since disruption by traffic of a residential area would result.

JB:bb

HIGHWAY DIVISION

PRO

H. S. Coulter
State Highway Engineer

March 30, 1983

Robert N. Bothman
Assistant State Highway Engineer

Nesika Beach Slide Correction	and	Tiller-Trail Highway @ M.P. 45
Oregon Coast Highway		Tiller-Trail Highway
Curry County		Jackson County

Attached for your consideration are requests for two slide correction projects.

The Nesika Beach slide has closed the Oregon Coast Highway requiring a detour over county roads. We anticipate that the project will be funded by ER funding. We need to proceed with the survey and I recommend you authorize under delegated authority a state funded survey to expedite a contract for FY 1984.

The Tiller-Trail Highway slide involves a 500-foot section of the roadway which slid out because of a concrete culvert separation in several locations. The Schedule Committee agreed it was desirable to proceed with this contract immediately in FY 1983. I recommend that you authorize under delegated authority a state funded survey to expedite a contract for FY 1983.

The attached letter to the Commission has been drafted for your use.

RNB:lb

Att.

cc Gary Potter



U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Request for Emergency Relief Funds
(Your ltr, 3-16-83)

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

Date: March 22, 1983

Reply to
Attn. of: HPO-OR/409.1

NOTED
W. E. SCHWARTZ

RECEIVED STATE HWY ENGR						
MAR 23 '83						
REFER TO						
FOR						
Info	R/D	D/R	Sign	Act	File	

This is to acknowledge receipt of your letter of intent, dated March 16, 1983, to request Emergency Relief Funds, authorized under Sections 120 and 125 of Title 23, U.S. Code, for the repair of damage to Federal-aid highway systems, such damage resulting from the severe wave action, high tides, and heavy rainfall that occurred after January 28, 1983 on US Highway 101 in Curry County.

You should proceed with performance of the emergency operations, including emergency repairs necessary on the Federal-aid highway systems to restore essential travel, to protect the remaining facilities, to reduce the extent of damage; to begin preliminary engineering consisting of surveys, design, and preparation of construction plans; to perform that permanent restoration work which is required as an associated part of the emergency as an associated part of the emergency operations; and to use State forces and/or negotiated equipment rental contracts as necessary to perform the work.

The eligibility of such work for ER funds will be contingent upon a favorable finding by the Federal Highway Administrator on the eligibility of the disaster and subsequent approval of the work by FHWA.

The basis for the Administrator's decision will be a field report with estimates of cost to repair and reconstruct the damaged Federal-aid routes and evidence of the widespread extent and intensity of the disaster which my staff is now preparing in conjunction with your staff.

If the Administrator concurs in the disaster, all emergency work must be included in an emergency program, and the program when submitted for approval shall include a detailed outline of the necessary emergency operations performed and a description of the permanent restoration work proposed. Permanent restoration work other than that performed as an associated part of the emergency operations shall not be performed prior to program approval and authorization by this office.

cc:
OSHD (G Potter, Pgm Mgmt)
Region (HST-010.1)

[Signature]
Dale E. Wilken

cc Potter
Schwartz
Hunter
Bothman
Crosby
Lupin
Liz

DATE: March 16, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

MAI

SUBJECT: Emergency Recovery
Oregon Coast
Curry County

Our highway system in Curry County along the Oregon Coast has suffered severe damage from wave action, high tides and extremely heavy rainfall. The two contiguous counties in California, Del Norte and Humboldt, have been declared disaster areas as a result of this severe weather.

Most of this damage occurred after January 28. The damage at Nesika Beach started February 17, with the result that US101 is closed.

We are requesting that the Governor declare Curry County a disaster area. The Oregon Coast Highway is the major route for all north-south traffic through this area. It provides the only access to an extensive area of the southern Oregon Coast. The summer tourist season will be severely disrupted by the closure of the highway, causing economic disruption to the southern Oregon coast business.

An initial estimate of damage to the highway at Nesika Beach may be as high as \$5 million. Other damage to our system is expected to cost another \$1 million to repair. In addition, on March 14, I received information of a massive slide on US101 south of Gold Beach. We have expended funds for temporary emergency repairs, and will be requiring preliminary engineering and right-of-way costs for restoration work.

I will provide you with more information as it becomes available. Your Area Engineer has made an initial inspection of much of the damage.

DES:pf st

bc: Robert N. Bothman
E. S. Hunter
W. E. Schwartz
C. T. Keasey
Jim Gix
D. E. Swan



STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: W. E. Schwartz
Asst. State Highway Engineer

DATE: March 14, 1983

FROM: *[Signature]*
JAMES J. GIX
Region Engineer

SUBJECT: Resume'
South Coast Winter Storm Damage

As you requested in your phone call last week to J. X. Wilson, we are attaching a summary of the work needed to restore the highway system in Curry County on the Southern Oregon Coast. Two of the areas already have contract work planned during the 1983 construction season. We should provide a temporary correction for safety before those contracts will be underway.

This morning we received information through Bill Brown that another very serious situation is developing south of Gold Beach. In the area know as "80-Acre Slide" at MP 332, a pilot reported approximately 10 acres slid into the ocean over the weekend. Bill will be flying the area as soon as possible to assess the significance of the slump and its implications on our road system.

As you can see, our overall estimate for work in Curry County is close to 2.6 million. We sincerely hope that ER money will be made available since very little of this work can be postponed in order to maintain a minimum level of service on the south coast.

jtg/cw
Attach.

cc D. E. Swan
B. E. Brown
F. D. Morrison

Orig to 3/14

RECEIVED STATE HWY ENGR						
MAR 15 '83						
REFER TO <i>Bothman</i>						
FOR						
Info	Instr	R/D	D/R	Sign	Act	File
					☒	

*For your use
in seeking
"ER" funding
WBS*

SOUTH COAST WINTER STORM DAMAGE

PROPOSED ER PROJECTS

Retz Cr. @ MP 304.4 Roadway sinking into ocean from erosion by ocean Repave gravel roadway and raise GR (Contract schedule 5-26-83)	\$40,000
Cove Point Roadway sinking full width due to ocean erosion and slip planes. Replace culvert which has separated. Raise guardrail and repave.	\$45,000
Frankport Roadway sinking entire width due to ocean erosion and slip planes. Repair drainage, raise GR and repave. (Contract schedule 5-26-83)	\$45,000
MP 315.6 Cut Slide Place rock inlay to protect house above highway (Maintenance crews 3-83)	\$20,000
MP 332 Eighty Acres Slide and Turner's Slide Slides due to high waves and ocean erosion. Repave (3-14-83 10 acres slipped into ocean)	\$40,000
MP 352.4 - Cape Ferrelo Roadway sliding into ocean due to high seas and erosion. Drainage, grading and paving.	\$100,000
Carpenterville Secondary Numerous slides entire length. Grading and paving.	\$300,000
Powers Highway, MP 4.0-18.0 Miscellaneous slides. Grading and paving.	\$350,000
Total	\$940,000
Nesika Beach	\$1,587,000
Temporary work at Nesika	32,000
Totals	\$2,559,000



NOTED
W. E. SCHWARTZ

Road to nowhere

Life in the fast lane can be just plain deadly along Highway 101 this winter. A section of the highway, between Gold Beach and Ophir near Neskia

Beach, has disappeared as the sand supporting it washed away. Highway officials have set up a detour around the area of the missing pavement.

Slides and other traffic hazards continue to be reported, especially in the area south of Port Orford. — photo by John Kirkland



No. 211 104th Year

Published in

forecast: **R**



The World

Serving Oregon's great South Coast for over 100 years

No. 211 100th Year

Published in Coos Bay, Oregon 97420

Saturday, March 12, 1983

25 Cents

forecast: **Rain**

8
Slides and other traffic hazards continue to be reported, especially in the area south of Port Orford. — World photo by John Kirkland.



PROJECT PROSPECTUS PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Nesika Beach Slide Correction Section

REGION

3

STATE HIGHWAY #

9

HIGHWAY NAME

Oregon Coast

MILE POST

319.5 - 320.9

LENGTH

1.4

FROM 319.2 TO 320.6

☐ URBAN☒ RURAL

CITY

COUNTY

Curry

ROAD/STREET NAME

ROUTE #

101

FEDERAL AID #

FAP #2

APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)

PROJECT DATA

RIGHT OF WAY

PRELIMINARY ENGINEERING	\$ 75	GRADING	(✓)	FILES	(#)	0
RIGHT OF WAY	\$ 0	PAVING	(✓)	ACRES	(#)	0
ROADWAY	\$ 4380 ~~1,050~~	STRUCTURES	(✓)	RELOCATIONS	(#)	0
STRUCTURES	\$	SIGNING	(✓)	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	\$	SIGNALS	(✓)	PRELIMINARY ENGINEERING	(S.C.A)	S
ILLUMINATION	\$	ILLUMINATION	(✓)	CONSTRUCTION ENGINEERING	(S.C.A)	S
TEMPORARY PROTECTION	\$ ~~10~~			RIGHT OF WAY DESCRIPTIONS	(S.C.A)	
20% ~~40%~~ ENGINEERING & CONTINGENCIES	\$ 880 ~~432~~	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S.C.A)	
TOTAL CONSTRUCTION	\$ 5,270 ~~1,512~~	DESIGN CATEGORY (1-7)	4	CONSTRUCTION BY		
TOTAL ESTIMATE	\$ 1,587	WORK TYPE (1-12)	2	☒ CONTRACT	☐ OTHER	
				☐ STATE FORCE		
				☐ CITY FORCE		
				☐ COUNTY FORCE		

FINANCING/
PROGRAMMINGRECOMMENDED LETTING
DATE (QUARTER/YEAR)

1 / 84

RECOMMENDED FUNDING SOURCE

FAP E.R.

RECOMMENDED PROGRAM YEAR
1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)

ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM
TRAVEL LANES (#)	2	2	Ocean erosion and embankment failure have occurred requiring a detour over county roads.
STRUCTURES (#)	0	0	
SIGNALS (#)	0	0	
BIKE PATH (Y/N)	Y	Y	
AVERAGE DAILY TRAFFIC	3100		PROPOSED SOLUTION
YEAR OF AVERAGE DAILY TRAFFIC	1981		Reconstruct on slightly changed alignment, lower the grade line and reconstruct embankment with rock toe and rock slope protection.

REQUESTED, REGION ENGINEER

X *[Signature]*
APPROVED, ASST. HWY. ENG. FOR OPERATIONS

DATE

5-7-83

DATE

X
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION

DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING



PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION

Nesika Beach ~~Slide Correction~~ Section

KEY ID #

REGION

3

PROJECT JUSTIFICATION

Ocean erosion and embankment failure have occurred requiring a detour over county roads. Corrective action is necessary to maintain the coast highway along this section.

A connection to existing county roads for a safer long-range detour may be included in programmed funds.

ADMINISTRATION RECOMMENDATION



PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Nesika Beach ~~Slide Correction~~ Section

REGION

3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A-95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	S	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	S	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

UTILITIES

(LIST BELOW)

ACQUISITIONS

RELOCATIONS

COMPANIES

SIMPLE (#)

COMPLEX (#)

BUSINESS (#)

RESIDENTIAL (#)

0

0

0

0

RIGHT-OF-WAY LIAISON

N/A

EASEMENTS (#)

0

ACCESS CONTROL (Y/N)

Y

DESIGN SPEED

55

DESIGN STANDARDS

AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
on shldr				4			12	0	12			4				on shldr
on shldr				8			12		12			8				on shldr

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 6/21/83



STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: D. E. Swan
Project Management

FROM: JAMES J. GIX
Region Engineer

SUBJECT: Project Prospectus
Nesika Beach Slide Correction
Oregon Coast Highway
Curry County

DATE: March 7, 1983

We are submitting the enclosed prospectus for a federal aid reconstruction project in the first quarter of 1984. The subject section is currently closed to all traffic and we do not expect to re-open until the project is complete.

Also enclosed is an estimate of the cost for temporary connections to the existing detour route. This could be done by state forces prior to the contract date.

The subject slide problem has been discussed with W. E. Schwartz and has his concurrence for early survey and design.

jjg/cw
Encl.

cc W. E. Schwartz
R. N. Bothman
E. S. Hunter
B. E. Brown
F. D. Morrison

RECEIVED STATE HWY ENGR						
MAR 8 '83						
REFER TO						
FOR						
Info	Invest	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

1983 Little River Bridge of 9680
Little River Rd. (grading, paving
and structure)

Oregon Department of Transportation

HIGHWAY DIVISION



HIGHWAY DIVISION INVOICE

YOUR ORDER NUMBER		BILLING REQ. NUMBER CA 5446	AGENCY 02	CURRENT DOCUMENT NUMBER 144721
			DATE 1/26/87	VENDOR NUMBER 0000610104-00

Douglas County
1036 SE Douglas
Roseburg, OR 97470

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPEC	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09680-001	L01	8031			844010	10	\$ 2,091.17
617	C09680-010	L01	8031			844010	10	15,765.24
617	C09680-011	L03	8031			844010	10	2,563.85
PROG		APP SYM	FUND CODE	FUND DETAIL		FUND SOURCE		
DESCRIPTION: Final settlement on RS-A390(1), (Little R. Rd.) Br. Agreement #7785								TOTAL PRICE
Total Project Cost								\$ 599,524.66
Less: Federal Funds								(512,740.56)
Less: State Share of Project Cost								(34,463.84)
Less: Advance Deposit from County								(31,900.00)
Amount Due From Douglas County								\$ 20,420.26
GL								
SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)								
TOTAL AMOUNT DUE								\$20,420.26

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz 378-6514 or Diane Galida 378-5035
(INVOICE PREPARER) PH.

PROGRAM SECTION

MANAGER _____ RESOURCE UNIT _____
FA UNIT _____ PROGRAM UNIT _____

JAN 27 1987

REFER TO _____
R/D _____ ACT _____ REPLY _____
DISC _____ INFO _____ FILE _____

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: January 12, 1987

COUNTY: Douglas AGREEMENT NO: 7785 PROJECT NO: RS-A390(1)
 CONTRACT NO: 9680 SECTION: Little River (Little R. Rd.) Br.

PRELIMINARY ENGINEERING PREFIX C510-1917:

	<u>PARTICIPATING</u>	<u>NON PARTICIPATING</u>
Final Design	\$ 916.02	\$
Region Geology	19.13	
Location	5.23	
Program Section	116.38	
Specifications	1,690.56	
Environmental Section	76.53	
R/W Utility Engineer	18.00	
Surface Design	153.00	
Hydraulic	297.24	
Total P.E. Cost	\$ 3,292.14	-0-

CONSTRUCTION PREFIX C510-1025 & C9680

Payment to Contractor	\$ 500,215.97	
Detour Striping by (State)	1,408.61	
Maintenance Douglas Co.	125.92	
Permanent Striping (Douglas Co.)	794.60	
Interest on Final Payment		1,440.00
Field Engineering		7,458.88
Consultant Engineer	75,381.77	2,118.23
Audit Expense	370.02	
EEO	79.22	
Program Section		105.42
Materials Testing Section		3,874.34
Technical Services		348.51
Construction Branch		1,135.25
Region Office Charges		1,253.48
Accounting		122.30
Total Construction Cost	\$ 578,376.11	*\$ 17,856.41

SUMMARY

Participating P.E. Cost	\$ 3,292.14
Participating Const. Cost	578,376.11
	\$ 581,668.25

FEDERAL FUNDS

P.E. (88.15%)	\$ 2,902.02	
Const. (88.15%)	509,838.54	(512,740.56)
Subtotal		\$ 68,927.69
Less State Share 1/2 Balance		(34,463.84)
Plus Non Participating County Cost		17,856.41
Less Advance Deposit (County)		(31,900.00)
Balance Due from County		\$ 20,420.26

*All construction engineering cost over 15% of contract cost are non participating cost.

MKS:bkb

ORIGINAL

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of OregonAddress Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE

Oregon

FEDERAL AID PROJECT NO.

RS-A390(1)

PROGRAM APPROVED

VOUCHER PERIOD

From: 12/27/82To: 1/28/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
3,292.14	3,292.14	.8815	2,902.02	2,902.02	-0-
596,232.52	578,376.11	.8815	509,838.54	509,838.54	-0-
599,524.66	581,668.25	.8815	512,740.56	512,740.56	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN
ORIGINAL
ONLYOregon

State Highway Agency

By

Controller Authorized Officer10/22/86

Date

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted \$ 0.00

Adjustments \$ _____

Amount Approved \$ _____

SIGN
ORIGINAL
COPY

Signature of Authorized FHWA Representative Date

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	LITTLE RIVER BRIDGE SECTION LITTLE RIVER COUNTY ROAD DOUGLAS COUNTY					
	<u>Preliminary Engineering</u>					
	<u>Type Code P.E.</u>					
	State	All Required			\$ 3,292.14	✓
	<u>Construction</u>					
	<u>Type Code X081</u>					
	<u>Structure, Bridge No. 16670 (Structure Sta. 5+00 to Sta. 7+00)</u>					
	Final Contract Payment Summary	Lump Sum			\$500,215.97	✓
	Remove existing centerline and fog line and restripe the centerline on the detour road (State)	All Required			1,408.61	✓
	Roadway maintenance (Douglas Co.)	All Required			125.92	✓
	Permanent pavement striping (State)	All Required			794.60	✓
	TOTAL PARTICIPATING PROJECT COST				\$502,545.10	
	<u>Construction Engineering</u>					
	Work by OBEC Consulting Engineering	All Required			\$ 75,381.77	✓
	<u>Misc. Project Cost</u>					
	Audit Expense	All Required			\$ 370.02	✓
	Monitor Equal Opportunity Employment	All Required			79.22	✓
	TOTAL MISC. PROJECT COST				\$ 449.24	
	TOTAL PARTICIPATING PROJECT COST				\$581,668.25	
	<u>Non Participating Project Cost</u>					
	Interest on Final Payments	All Required			\$ 1,440.00	✓
	Work by OBEC Consulting Engineers	All Required			2,118.23	✓
	Construction Engineering (State)	All Required			14,298.18	
	TOTAL NON PARTICIPATING PROJECT COST				\$ 17,856.41	
	TOTAL PROJECT COST				\$599,524.66	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/16/86.					
AMOUNT CARRIED FORWARD						

ITEM NO.

FEDERAL APPROPRIATION: 075									
AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT CODE	VOUCHER AMOUNT		
FEDERAL PROJECT: RS -A346-002									

F04074									
AGREEMENT TOTALS	5,011.73	4,367.14	88.15	39,050.00	4,367.14	.00			.00
FED PROJ TOTALS	5,011.73	4,367.14		39,050.00	4,367.14	.00			.00
FEDERAL PROJECT: RS -A363-001									

F02957									
C5151908-000	24,400.17	909.92		24,400.17					
C5151908-011	25,973.97	28,619.08		25,973.97					
AGREEMENT TOTALS	50,374.14	29,529.00	88.15	29,529.00	44,404.80	14,875.80 B			.00
FED PROJ TOTALS	50,374.14	29,529.00		29,529.00	44,404.80	14,875.80 B			.00
FEDERAL PROJECT: RS -A363-002									

F03974									
C5152530-000	103,418.17	70,509.23		103,418.17					
C5152530-011	101.45	10.77		101.45					
AGREEMENT TOTALS	103,519.62	70,520.00	88.15	70,520.00	91,252.55	20,732.55 B			.00
FED PROJ TOTALS	103,519.62	70,520.00		70,520.00	91,252.55	20,732.55 B			.00
FEDERAL PROJECT: RS -A390-001									

F02937									
C09680 -000	8,297.94	280.59		8,297.94					
C09680 -001	2,091.17	.00		.00					
C09680 -010	15,765.24	.00		.00					
C09680 -011	570,078.17	509,557.95		570,078.17					
AGREEMENT TOTALS	596,232.52	509,838.54	88.15	509,838.54	509,838.54	.00			.00
F02939									
C5101917-011	3,292.14	2,902.02		3,292.14					

REPORT NO: FMBL003-1 SEQ: FEDERAL APPROPRIATION, FEDERAL PROJECT, AGREEMENT, EA-SUBJOB			OREGON DEPARTMENT OF TRANSPORTATION FINANCIAL MANAGEMENT SYSTEM OREGON STATE HIGHWAY DIVISION FHWA BILLING VOUCHER			PAGE 262 RUN 12/10/86 21:14	
FEDERAL APPROPRIATION: 075							
AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT CODE	VOUCHER AMOUNT
FEDERAL PROJECT: RS -A390-001 *****							
F02939							
AGREEMENT TOTALS	3,292.14	2,902.02	3,292.14 88.15	2,902.02	2,902.02	.00	.00
FED PROJ TOTALS	599,524.66	512,740.56	581,668.25	512,740.56	512,740.56	.00	.00
FEDERAL PROJECT: RS -A396-003 *****							
F04116							
C5061913-000	15,723.10	13,859.91	15,723.10				
C5061913-001	24.85	.00	.00				
AGREEMENT TOTALS	15,747.95	13,859.91	15,723.10 88.15	17,277.00	13,859.91	.00	.00
FED PROJ TOTALS	15,747.95	13,859.91	15,723.10	17,277.00	13,859.91	.00	.00
FEDERAL PROJECT: RS -A401-001 *****							
F02944							
C5101940-000	797.44	206.43	797.44				
C5101940-011	50,773.02	45,252.93	50,773.02				
AGREEMENT TOTALS	51,570.46	45,459.36	51,570.46 88.15	58,928.00	45,459.36	.00	.00
FED PROJ TOTALS	51,570.46	45,459.36	51,570.46	58,928.00	45,459.36	.00	.00
FEDERAL PROJECT: RS -A401-002 *****							
F04171							
C10278 -000	74,671.71	47,748.57	74,671.71				
C10278 -011	456,311.00	400,126.18	446,311.00				
AGREEMENT TOTALS	530,982.71	447,874.75	520,982.71 88.15	463,194.00	459,246.26	.00	11,371.51
FED PROJ TOTALS	530,982.71	447,874.75	520,982.71	463,194.00	459,246.26	.00	11,371.51
FEDERAL PROJECT: RS -A409-004 *****							
F02940							

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985

PAGE 1107

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
510 1914	295	00	N 9				6,870.87
510 1914	901	00	P 1				6,197.86
510 1914	901	00	N 1				70.49
510 1914	906	00	P 1				40.64
510 1914	910	00	P 1				289.81
510 1914	918	00	P 1				44.47
510 1914	920	00	P 1				120.69
510 1914	933	00	P 1				38.92
510 1914	950	00	P 1				59.49
510 1914	TOT		P 1				7,918.82
	TOT		N 1				7,049.00
	** JOB TOTALS **						7,862.36 **

LITTLE R(LITTLE R RD) BR	CONT NO	* FA PROJ NOS RS	A390001 100	STATE
510 1917	296	00	N 9	2,902.02
510 1917	298	00	N 9	2,132.02
510 1917	905	00	P 1	916.02
510 1917	911	00	P 1	19.13
510 1917	918	00	P 1	5.23
510 1917	920	00	P 1	116.38
510 1917	921	00	P 1	1,690.56
510 1917	923	00	P 1	76.53
510 1917	932	00	P 1	18.00
510 1917	933	00	P 1	152.05
510 1917	937	00	P 1	297.24
	TOT		P 1	3,292.14
	** JOB TOTALS **			3,292.14 **

NOEL CREEK(SMITH R RD) BR	CONT NO	* FA PROJ NOS RS	A409004 100	STATE
510 1918	296	00	N 9	2,298.11
510 1918	298	00	N 9	2,298.11
510 1918	901	00	P 1	76.83
510 1918	905	00	P 1	172.83
510 1918	911	00	P 1	24.34
510 1918	915	00	P 1	71.47
510 1918	918	00	P 1	5.88
510 1918	920	00	P 1	142.34
510 1918	921	00	P 1	1,947.45
510 1918	922	00	P 1	8.24
510 1918	933	00	P 1	140.31
510 1918	937	00	P 1	57.92
	TOT		P 1	2,607.26
	** JOB TOTALS **			2,607.26 **

BERRY STOCKWAY(SMITH R RD)	CONT NO	* FA PROJ NOS RS	A409004 100	STATE
510 1919	296	00	N 9	2,217.33

JUNE 1985

ACCOUNT SUMMARY - EXPENDITURE

974 3GB6

JUNE 1985

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR	TO DATE	GRAND TOTAL	ACTIVE	END
	510	1024	940	00 P 1	1.12CR	446.93	2,728.13	6.09	83	85
	510	1024	941	00 P 1			4.01	116.77	83	84
	510	1024	942	00 P 1				1.157.57	83	84
	510	1024	944	00 P 1				1.356.25	83	85
	510	1024	945	00 P 1	5.09CR	1.126.97		165.52	83	85
	510	1024	946	00 P 1	5.97CR	1.322.71		369.277.11	83	85
	510	1024	948	00 P 1	08CR	17.97		36.49	83	85
	510	1024	950	00 P 1	74CR	165.52		369.313.60	83	85
	510	1024	TOT	P 1	15.02CR	37.604.75				
	510	1024	TOT	NI	15.02CR**	37.631.30				
			** JOB TOTALS **							
LITTLE RIVER BRIDGE	CONT NO 9680	FA PROJ NOS RS	A390001	100						
	510	1025	201	00 P 1		56,021.14	496,880.96	83	85	
	510	1025	203	00 P 1		3,307.00	5,700.00	83	84	
	510	1025	204	00 P 1		13,930.44	8,000.00	83	84	
	510	1025	270	01 P 1			1,408.61	83	84	
	510	1025	296	00 N 2		78,615.29	514,826.71	83	85	
	510	1025	298	00 N 2		78,615.29	514,826.71	83	85	
	510	1025	900	00 P 1	2.04CR	955.72	5,784.63	83	85	
	510	1025	900	00 N 1			77,805.29	83	85	
	510	1025	904	00 P 1	1.76CR	9,446.11	77,805.29	83	85	
	510	1025	915	01 P 1	32CR	72.08	23,082.70	83	85	
	510	1025	920	00 P 1	30CR	67.27	105.12	83	85	
	510	1025	940	00 P 1	58CR	171.66	3,426.86	83	85	
	510	1025	941	00 P 1			199.72	83	84	
	510	1025	942	00 P 1			199.72	83	84	
	510	1025	944	00 P 1			348.51	83	84	
	510	1025	945	00 P 1	196.37	1,061.19	1,135.25	83	85	
	510	1025	946	00 P 1	5.66CR	1,253.48	1,253.48	83	85	
	510	1025	948	00 P 1	07CR	15.91	122.30	83	85	
	510	1025	950	00 P 1	3.86CR	941.44	1,075.24	83	85	
	510	1025	985	00 P 1	79.22	79.22	1,075.24	83	85	
	510	1025	TOT	P 1	261.00	87,487.91	584,295.84	83	85	
	510	1025	TOT	NI			97.33	83	85	
			** JOB TOTALS **		261.00 **	87,487.91 **	584,393.17 **			
MP 57-JOHN DAY-BURNS HWY	CONT NO 9680	FA PROJ NOS RS	B379002	100						
	512	1064	900	00 P 1		134.16	134.16	83	85	
	512	1064	920	00 P 1		42.19	42.19	83	85	
	512	1064	944	00 P 1		69.13	69.13	83	85	
	512	1064	TOT	P 1		245.48	245.48	83	85	
			** JOB TOTALS **							
S PINE CR BR	CONT NO 9422 * FA PROJ NOS BRS	B475001	100							
	513	1065	201	00 P 1			77,990.61	83	85	

12/16/86

JOB COST SUMMARY
EA. JBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CUM M
C09680	000	010	001	0813		
C09680	000	010	001	0813		
C09680	000	010	001	0821		
C09680	000	010	001	0821		
C09680	000	010	001			
C09680	000	010	598	0521		
C09680	000	010	598	0521		
C09680	000	010	598			
C09680	000	010				
C09680	000	050	001	0500		
C09680	000	050	001	0500		
C09680	000	050	001			
C09680	000	050	548	0966		
C09680	000	050	548	0966		
C09680	000	050	548			
C09680	000	050				
C09680	000	900	001	3000		
C09680	000	900	001	3000		
C09680	000	900	001	3011		
C09680	000	900	001	3011		
C09680	000	900	001			
C09680	000	900	470	0955		
C09680	000	900	470	0955		
C09680	000	900	470	8030		
C09680	000	900	470	8030		
C09680	000	900	470			
C09680	000	900	550	3011		
C09680	000	900	550	3011		
C09680	000	900	550			
C09680	000	900	598	0521		

JOB COST SUMMARY
 UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
 PAYROLL CHARGES ARE LOADED

PAGE

5

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	0813		.00	53.03
	0813		.00	53.03
	0821		.00	141.70
	0821		.00	141.70
			.00	194.73
	0521		.00	194.73-
	0521		.00	194.73-
			.00	194.73-
			.00	.00
	0500		.00	265.94
	0500		.00	265.94
			.00	265.94
	0966		.00	32.00
	0966		.00	32.00
			.00	32.00
			.00	297.94 + 72.08
	3000		.00	204.90
	3000		.00	204.90
	3011		.00	61.47
	3011		.00	61.47
			.00	266.37
	0955		.00	22.37
	0955		.00	22.37
	8030		.00	2.27
	8030		.00	2.27
			.00	24.64
	3011		.00	7.20
	3011		.00	7.20
			.00	7.20
	0521		.00	298.21-

12/16/86

JOB COST SUMMARY
EA SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CUM M
C09680	000	900	598	0521		
C09680	000	900	598			
C09680	000	900				
C09680	000	940	001	8221		
C09680	000	940	001	8221		
C09680	000	940	001			
C09680	000	940	551	3011		
C09680	000	940	551	3011		
C09680	000	940	551			
C09680	000	940	598	0521		
C09680	000	940	598	0521		
C09680	000	940	598			
C09680	000	940				
C09680	000					
C09680	001		349	8031		
C09680	001		349	8031		
C09680	001		349			
C09680	001					
C09680	001	010	598	0521		
C09680	001	010	598	0521		
C09680	001	010	598			
C09680	001	010				
C09680	001	900	598	0521		
C09680	001	900	598	0521		
C09680	001	900	598			
C09680	001	900				
C09680	001	940	598	0521		
C09680	001	940	598	0521		

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

PAGE

6

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	0521		.00	298.21-
			.00	298.21-
			.00	.00
	8221		.00	20.49
	8221		.00	20.49
			.00	20.49
	3011		.00	129.00
	3011		.00	129.00
			.00	129.00
	0521		.00	149.49-
	0521		.00	149.49-
			.00	149.49-
			.00	.00
			.00	297.94
	8031		.00	1,440.00
	8031		.00	1,440.00
			.00	1,440.00
			.00	1,440.00
	0521		.00	203.47
	0521		.00	203.47
			.00	203.47
			.00	203.47
	0521		.00	298.21
	0521		.00	298.21
			.00	298.21
			.00	298.21
	0521		.00	149.49
	0521		.00	149.49

Left
115-112

Non indirect

501.68

12/16/86

JOB COST SUMMARY
EA, SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CUM M
C09680	001	940	598			
C09680	001	940				
C09680	001					
C09680	010		220	8031		
C09680	010		220	8031		
C09680	010		220			
C09680	010					
C09680	010	020	598	0521		
C09680	010	020	598	0521		
C09680	010	020	598			
C09680	010	020				
C09680	010	900	598	0521		
C09680	010	900	598	0521		
C09680	010	900	598			
C09680	010	900				
C09680	010	901	598	0521		
C09680	010	901	598	0521		
C09680	010	901	598			
C09680	010	901				
C09680	010	920	598	0521		
C09680	010	920	598	0521		
C09680	010	920	598			
C09680	010	920				
C09680	010	940	598	0521		
C09680	010	940	598	0521		
C09680	010	940	598			
C09680	010	940				
C09680	010					

JOB COST SUMMARY
 SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
 PAYROLL CHARGES ARE LOADED

PAGE

7

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
			.00	149.49
			.00	149.49
			.00	2,091.17
	8031		.00	2,118.23
	8031		.00	2,118.23
			.00	2,118.23
			.00	2,118.23
	0521		.00	1,075.24
	0521		.00	1,075.24
			.00	1,075.24
			.00	1,075.24
	0521		18,291.68-	7,508.92
	0521		18,291.68-	7,508.92
			18,291.68-	7,508.92
			18,291.68-	7,508.92
	0521		.00	1,135.25
	0521		.00	1,135.25
			.00	1,135.25
			.00	1,135.25
	0521		.00	105.42
	0521		.00	105.42
			.00	105.42
			.00	105.42
	0521		.00	3,724.85
	0521		.00	3,724.85
			.00	3,724.85
			.00	3,724.85
			18,291.68-	15,667.91

Handwritten: New

Handwritten: New

Handwritten: New

Handwritten: New

Handwritten: New

Handwritten: 7

Handwritten: 149.49 3874.34

12/16/86

JOB COST SUMMARY
EA, SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09680	011		220	8031	
C09680	011		220	8031	
C09680	011		220		
C09680	011		300	8031	
C09680	011		300	8031	
C09680	011		300		
C09680	011		304	8031	
C09680	011		304	8031	
C09680	011		304		
C09680	011		342	8031	
C09680	011		342	8031	
C09680	011		342		
C09680	011				
C09680	011	010	001	0521	
C09680	011	010	001	0521	
C09680	011	010	001		
C09680	011	010	598	0521	
C09680	011	010	598	0521	
C09680	011	010	598		
C09680	011	010			
C09680	011	020	598	0521	
C09680	011	020	598	0521	
C09680	011	020	598		
C09680	011	020			
C09680	011	140	342	8031	
C09680	011	140	342	8031	
C09680	011	140	342		
C09680	011	140			
C09680	011	900	598	0521	

JOB COST SUMMARY
 SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
 PAYROLL CHARGES ARE LOADED

PAGE 8

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	8031		.00	1,623.52-
	8031		.00	1,623.52-
			.00	1,623.52-
	8031		.00	3,264.99-
	8031		.00	3,264.99-
			.00	3,264.99-
	8031		.00	3,300.00
	8031		.00	3,300.00
			.00	3,300.00
	8031		.00	125.92
	8031		.00	125.92
			.00	125.92
			.00	1,462.59-
	0521		.00	8.74
	0521		.00	8.74
			.00	8.74
	0521		.00	8.74-
	0521		.00	8.74-
			.00	8.74-
			.00	.00
	0521		.00	1,075.24-
	0521		.00	1,075.24-
			.00	1,075.24-
			.00	1,075.24-
	8031		.00	794.60
	8031		.00	794.60
			.00	794.60
			.00	794.60
	0521		18,291.68	7,508.92-

125.92

1,075.24-

794.60

12/16/86

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CUM M
C09680	011	900	598	0521		
C09680	011	900	598			
C09680	011	900				
C09680	011	901	598	0521		
C09680	011	901	598	0521		
C09680	011	901	598			
C09680	011	901				
C09680	011	920	598	0521		
C09680	011	920	598	0521		
C09680	011	920	598			
C09680	011	920				
C09680	011	940	198	0521		
C09680	011	940	198	0521		
C09680	011	940	198			
C09680	011	940	598	0521		
C09680	011	940	598	0521		
C09680	011	940	598			
C09680	011	940				
C09680	011					
C09680						

JOB COST SUMMARY
 /SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
 PAYROLL CHARGES ARE LOADED

PAGE 9

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	0521		18,291.68	7,508.92-
			18,291.68	7,508.92-
			18,291.68	7,508.92-
	0521		.00	1,135.25-
	0521		.00	1,135.25-
			.00	1,135.25-
			.00	1,135.25-
	0521		.00	105.42-
	0521		.00	105.42-
			.00	105.42-
			.00	105.42-
	0521		.00	98.27-
	0521		.00	98.27-
			.00	98.27-
	0521		.00	3,626.58-
	0521		.00	3,626.58-
			.00	3,626.58-
			.00	3,724.85-
			18,291.68	14,217.67-
			.00	3,839.35

jc

cc: OSHD (Rulien)

9680

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT JAN 23 '86	REPORT MADE BY C. O. Fredrickson, Const. Engr.		PROJECT NO. RS-A390(1)
COMPLETION DATE (Actual) 6-29-84	ACCEPTANCE DATE BY CONTRACT AGENCY 8-28-85	TIME ELAPSED 100 %	CONTRACT TIME 300 CD

LOCATION

Little River Bridge Sect. of Little River Rd. approx. 2 miles southeast of GlideThe FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
(Projects over \$500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.**1. Description of Improvement as Programed:**

- A. Construction of roadbed grading, aggregate base and asphalt concrete pavement.
- B. Construction of Bridge No. 16670 over the Little River.
Length: 200 ft. Roadway width: 33.6 ft.
- C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Slayden & Holm, Inc.**3. Contract Amount:** \$500,215.97**4. CERTIFICATION:** I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official)

Title

Construction Engineer

RECEIVED
STAT. HWY ENGR

JAN 28 '86

REFER TO
Fredrickson
FOR

NOTED

W. E. SCHWARTZ

2/7

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. W. Bryant Area Engineer	DATE JAN 27 1986	SIGNATURE G. K. HOSSNIT Field Operations Engineer	DATE JAN 28 1986

November 21, 1985

Seaboard Surety Company
320 108th Avenue N.E.
Suite 401
Bellevue, WA 98004

CON 5
#9680

Attn: Holly Haag

On September 6, 1985, we wrote to you concerning release of final payment on Contract No. 9680 awarded to Slayden & Holm, Inc. for work on the Little River Bridge Section of the Little River Road in Douglas County.

Final payment on this contract is \$5,035.01 and the total contract amount is \$500,215.97 including \$2,251.10 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Slayden & Holm, Inc.
P.O. Box 218
Stayton, OR 97383

bc: C. O. Fredrickson
Walt Hart
James J. Gix

FKN:arc

NOTED ON CARD

11-21-85arc

April 8, 1985

Seaboard Surety Company
Suite 401, 320-108 Ave. N.E.
Bellevue, WA 98004-5758

CON 5
#9680

Attention: Holly Haag

Gentlemen or Ladies:

This is in response to your letter of March 27, 1985, requesting the final contract price on Contract No. 9680 with Slayden and Holm, Inc., for work on the Little River Bridge in Douglas County.

In checking with our Construction Office, the final contract price is not known at this time. This is due to some material testing and quantity checks. Until this matter is taken care of, the contract cannot be accepted by the State and the final contract price will not be determined.

We will notify you of the final contract price and when the contract is accepted.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:cr



320 - 108 AVENUE, N.E., BELLEVUE, WASHINGTON 98004 - 5758 • (206) 451-9080

Mark A. Jensen
MANAGER

Terry L. Dolar
ASSOCIATE

March 27, 1985

Mr. Robert W. Gormsen, Comm. Serv.
STATE OF OREGON
121 Transportation Bldg.
Salem, Oregon 97310

RE: CONTRACT NO. 9680
SLAYDEN & HOLM-CONTRACTOR
BOND #967 113 83

Dear Mr. Gormsen:

Attached is a letter we received from the Contractor which states they have paid the claim in which you referred to when completing our status inquiry. We know of no other claims on this bond. Therefore, please advise us of the final contract price on the blank form so that we may close our file.

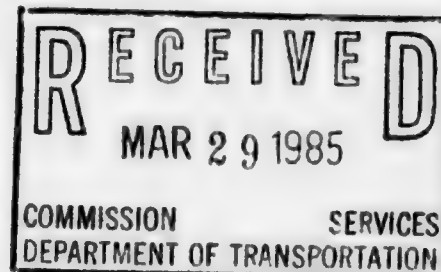
Thank you for your assistance in this matter.

Best regards,

Holly Haag

HH

Attachments



GENERAL CONTRACTORS

Slayden & Holm Inc.

P. O. Box 218

Stayton, Oregon 97383

Phone (503) 769-6379

BRIDGE CONSTRUCTION

RECEIVED
NOV 07 1984

J D

967 113

December 5, 1984

Pacific Fence & Wire Co.
13770 S.E. Ambler Road
P. O. Box 125
Clackamas, Oregon 97015

Attn: Stephen Brindley

Re: Little River Bridge Project
Contract No. 9680

Please find enclosed a check in the amount of \$1,134.35 due to the lack of payment from our subcontractor, J & J Fencing, on the above referenced project.

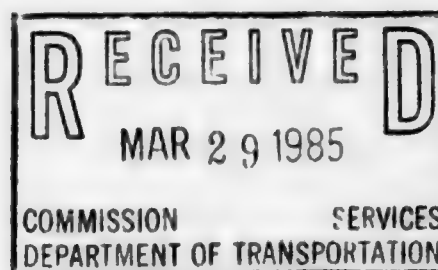
Sincerely,

Dennis Holm
Dennis Holm
Vice President

DE/lh
Enclosure-1

cc: Robert W. Gormsen
Commission Services
Transportation Bldg., Room 121
Salem, Oregon 97310

✓ Seaboard Surety Co.
320 108th Ave., N.E.
Bellevue, WA. 98004



RECEIVED
MAR 20 1985

SEABOARD SURETY COMPANY

HOME OFFICE

NEW YORK, N.Y.

GENERAL FORM STATUS INQUIRY

February 7, 1985

~~September 26, 1984~~

~~February 17, 1984~~

STATE OF OREGON
Dept. of Transportation Bldg.
121 Transportation Bldg.
Salem, Oregon 97310

Our Bond No. 967 113 83

Reinsured's No.

Contractor: SLAYDEN & HOLM, INC.

Address: P.O. Box 218, Stayton, Oregon 97383

Description of Contract: CONSTRUCTION OF GRADING AND PAVING, LITTLE RIVER BRIDGE
(Include Location and Owner's Contract Number)

CONTRACT NO. 9680

Owner: STATE OF OREGON

Contract Price \$ 462,211.00 Bond(s) \$ SAME Effective Date July 19, 1983

It is understood that the information contained herein is furnished as a matter of courtesy for the confidential use of the surety and is merely an expression of opinion. It is also agreed that in furnishing this information, no guaranty or warranty of accuracy or correctness is made and no responsibility is assumed as a result of reliance by the surety, whether such information is furnished by the owner or by an architect or engineer as the agent of the owner.

Very truly yours,

By Holly Haag

Attorney-in-Fact

For LaVonne L. Christopherson

1. IF CONTRACT COMPLETED, PLEASE STATE:

Approximate date of completion of work (or final delivery) 8/20/84

Approximate acceptance date

Final Contract Price \$ Do you know of any unpaid bills for labor or material (Check) Yes X No

2. IF CONTRACT UNCOMPLETED, PLEASE STATE:

Approximate percentage or dollar amount of contract completed or delivered \$486,487.82

Probable completion date (Approximate)

3. Do you know of any unpaid bills for labor or material (Check) Yes X No

4. Remarks: (If any) You have been previously notified of a claim filed.



PLEASE RETURN ORIGINAL OF THIS INQUIRY TO

Seaboard Surety Company
320-108th Avenue N. E.
Suite 401
Bellevue, Washington 98004

Signature Robert W. Gormsen

Title Robert W. Gormsen, COMMISSION. SERV...

ADDRESS 121 Transportation Bldg., Salem 97310

ATTENTION

GENERAL FORM STATUS INQUIRY
FEDERAL CASES TO BE SUBMITTED IN DUPLICATE,
ORIGINAL TO BE ATTACHED.

SEABOARD SURETY COMPANY

HOME OFFICE

NEW YORK, N.Y.

GENERAL FORM STATUS INQUIRY

February 7, 1985

~~September 26, 1984~~

~~February 1, 1984~~

STATE OF OREGON
Dept. of Transportation Bldg.
121 Transportation Bldg.
Salem, Oregon 97310

Our Bond No. 967 113 83

Reinsured's No.

Contractor: SLAYDEN & HOLM, INC.

Address: P.O. Box 218, Stayton, Oregon 97383

Description of Contract: CONSTRUCTION OF GRADING AND PAVING, LITTLE RIVER BRIDGE
(Include Location and Owner's Contract Number)

CONTRACT NO. 9680

Owner: STATE OF OREGON

Contract Price \$ 462,211.00 Bond(s) \$ SAME Effective Date July 19, 1983

It is understood that the information contained herein is furnished as a matter of courtesy for the confidential use of the surety and is merely an expression of opinion. It is also agreed that in furnishing this information, no guaranty or warranty of accuracy or correctness is made and no responsibility is assumed as a result of reliance by the surety, whether such information is furnished by the owner or by an architect or engineer as the agent of the owner.

Very truly yours,

By

Attorney-in-Fact

For LaVonne L. Christopherson

1. IF CONTRACT COMPLETED, PLEASE STATE:

Approximate date of completion of work (or final delivery)

Approximate acceptance date

Final Contract Price \$

Do you know of any unpaid bills for labor or material (Check) Yes . . . No . . .

2. IF CONTRACT UNCOMPLETED, PLEASE STATE:

Approximate percentage or dollar amount of contract completed or delivered

Probable completion date (Approximate)

3. Do you know of any unpaid bills for labor or material (Check) Yes . . . No . . .

4. Remarks: (If any)

PLEASE RETURN ORIGINAL OF THIS INQUIRY TO

Seaboard Surety Company
320-106th Avenue N. E.
Suite 401
Bellevue, Washington 98004

Date 19

Signature

Title

ADDRESS

ATTENTION

GENERAL FORM STATUS INQUIRY
FEDERAL CASES TO BE SUBMITTED IN DUPLICATE,
STAMPED ADDRESSED ENVELOPE TO BE ATTACHED.

Form 1580A (Rev. JULY 1979)

RECEIVED
MAR 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-11			State Oregon		
PROJECT REPORT NUMBER			County Douglas		
MODIFICATION NUMBER 5			Project Number RS-A390(1)		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **January 17**, 19**83**,

is hereby modified as follows:

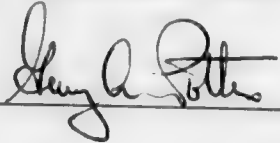
	Former amount	Revised amount
Estimated total cost of project	\$ <u>580,800.00</u>	\$ <u>593,770.00</u>
Federal funds	\$ <u>511,974.00</u>	\$ <u>523,407.00</u>
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By 

Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By 
(Division Administrator)

For: Dale E. Wilken

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 26, 1985

FEDERAL AID PROJECT NO. RS-A390(1)

Little River Bridge Section
County Road in Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
Preliminary Engineering

Preliminary Engineering

All Required
Total \$ 4,800.00
\$ 4,800.00

Type Code X081
Structure, Br. No. 16670 (Struc. Sta. 5+00 to Sta. 7+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Continuous Rail Traffic Barrier, Reflec.	\$ 7.50	350	\$ 2,625.00	475	\$ 3,562.50
Flagmen	10.00	20	200.00	194.5	1,945.00
Guard Rail, Type 2A	14.00	188	2,632.00	238	3,332.00
Loose Riprap, Class 700	15.00	320	4,800.00	365.5	5,482.50
Grouted Riprap, Class 400 (PA #7)	40.00	65	2,600.00	99.9	3,996.00
Seed and Mulch (PA #8)	776.67			0.624	484.64
Drill Exploratory Holes (FA #1)					1,290.29
Slab Keyway Grouting (FA #2)					960.81
					<u>960.81</u>
Subtotals			\$12,857.00		\$21,053.74
				Increase	\$ 8,196.74
			Subtotal from Estimate of October 9, 1984		503,951.89
				Subtotal	\$ 512,148.63
				Engineering	76,821.36
				Total	\$ 588,970.00

Length of Project ----- 0.038 mi.

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>County Funds</u>
Preliminary Engineering	\$ 4,800.00	\$ 4,230.00	\$ 285.00	\$ 285.00
Structure	588,970.00	519,177.00	34,896.00	34,897.00
TOTAL	<u>\$593,770.00</u>	<u>\$523,407.00</u>	<u>\$35,181.00</u>	<u>\$35,182.00</u>

Group 1: 100%
Contract No. 9680
Prefix: 510-1917
Prefix: 510-1025
Appn Code: 075

WH:me

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER <i>11 267</i>			State <i>Oregon</i>	
PROJECT REPORT NUMBER			County <i>Douglas</i>	
MODIFICATION NUMBER <i>4</i>			Project Number <i>RS-A390(1)</i>	

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **January 17**, 19 **83**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>574,800</u>	\$ <u>580,800</u>
Federal funds	\$ <u>506,685</u>	\$ <u>511,974</u>
Other revisions		

This modification is made for the following reasons:

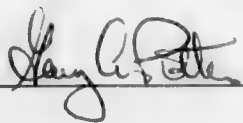
To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the *20th* day of *November*, 1984.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By



Manager, Program Section

(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



For: **Dale E. Wilken**

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 16, 1984

FEDERAL AID PROJECT NO. RS-A390(1)

Little River Bridge Section
Douglas County Road

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
Preliminary Engineering

Preliminary Engineering (Estimate of 1-11-83) All Required \$ 4,800.00

TYPE CODE X081
Structure, Br. No. 16670 (Structure Sta. 5+00 to 7+00)

Subtotal from Estimate of October 9, 1984 503,951.89
Engineering 72,048.11
Total \$ 576,000.00

SUMMARY OF FUNDS (88.15%)

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>County Funds</u>
Preliminary Engineering	\$ 4,800.00	\$ 4,230.00	\$ 285.00	\$ 285.00
Structure	576,000.00	507,744.00	34,128.00	34,128.00
TOTAL	\$ 580,800.00	\$ 511,974.00	\$ 34,413.00	\$ 34,413.00

Group 1: 100%
Contract No. 9680
Prefix: 510-1917
Prefix: 510-1025

WH:me

STATE COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER			State	OREGON
PROJECT REPORT NUMBER	10-150		County	DOUGLAS
MODIFICATION NUMBER	3		Project Number	RS-A390(1)

MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on January 17, 1983,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 555,200	\$ 570,000
Federal funds	\$ 489,347	\$ 506,685
Other revisions		

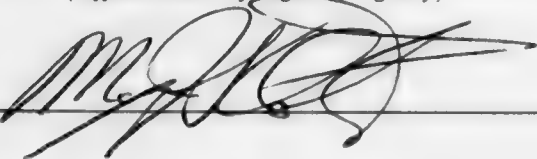
This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



For: Manager, Program Section
(Title)

By



For: Dale E. Wilken

FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 9, 1984

FEDERAL AID PROJECT NO. RS-A390(1)

LITTLE RIVER BRIDGE SECTION
DOUGLAS COUNTY ROAD

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering (Estimate of 1-11-83)

\$ 4,800.00

All Required

TYPE CODE X081
STRUCTURE, BR. NO. 16670 (Structure Sta. 5+00 to 7+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	\$ 10.00	2,500	\$25,000.00	3,101.84	\$ 31,018.40
Type 2 Fence (PA #2)	8.00	--	--	637	5,096.00
Extra Bridge Rail Flex Beam					
Element (PA #4)	3,086.49	--	--	100%	3,086.49
Bent 2 Filler Concrete (PA #5)	2,100.00	--	--	100%	2,100.00
SUBTOTALS			\$25,000.00		\$ 41,300.89
					Increase
					27, 1984
					SUBTOTAL
					Engineering
					TOTAL

\$ 16,300.89
487,651.00
\$ 503,951.89
66,048.11
\$ 570,000.00

SUBTOTAL from Estimate of March 27, 1984
SUBTOTAL
Engineering
TOTAL

SUMMARY OF FUNDS (88.15%)

<u>DESCRIPTION</u>	<u>TOTAL COST</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>	<u>COUNTY FUNDS</u>
Preliminary Engineering	\$ 4,800.00	\$ 4,230.00	\$ 285.00	\$ 285.00
Structure	570,000.00	502,455.00	33,773.00	33,772.00
TOTAL	\$574,800.00	\$506,685.00	\$34,058.00	\$34,057.00

Group 1: 100%
 Contract No. 9680
 Prefix: 510-1917
 Prefix: 510-1025

WH:pf

7680

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-145 PROJECT REPORT NUMBER MODIFICATION NUMBER 12	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 4-12-84	State Oregon County Douglas Project Number PS-A390(1)
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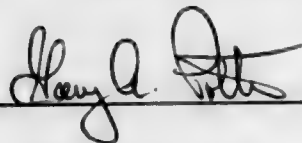
The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **January 17**, 19 **83**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 532,246.00	\$ 555,200.00
Federal funds	\$ 468,172.00	\$ 489,347.00
Other revisions		

This modification is made for the following reasons:
To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 1984.

Oregon State Highway Division
 (Official name of Highway Agency)

By 
 Manager, Program Section
 (Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By 
 (Division Administrator)

For: **Dale E. Wilken**

By For H.S. Coulter
 State Highway Engineer
 (Title)

By _____
 (Title)

600. F.R.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. RS-A390(1)

Little River Bridge Section
County Road in Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.

Preliminary Engineering

Preliminary Engineering

All Required
Total
\$ 4,800.00
\$ 4,800.00

TYPE CODE X081

Structure, Br. No. 16670 (Struc. Sta. 5+00 to Sta. 7+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate	10.00	1,080	\$10,800.00	2,500	\$25,000.00
Class "B" or "C" Asphalt Concrete	38.00	385	14,630.00	615	23,370.00
Subtotals			\$25,430.00		\$48,370.00

Subtotal of Prev. Estimate
Increase
Subtotal
Engineering
Total
\$ 22,940.00
464,711.00
\$487,651.00
62,749.00
\$550,400.00

SUMMARY OF FUNDS (88.15%)

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>County Funds</u>
Preliminary Engineering	\$ 4,800.00	\$ 4,230.00	\$ 285.00	\$ 285.00
Structure	<u>550,400.00</u>	<u>485,117.00</u>	<u>32,641.00</u>	<u>32,642.00</u>
	\$555,200.00	\$489,347.00	\$32,926.00	\$32,927.00

Group 1 - 100%
 Contract No. 9680
 Project: 510-1917
 Prefix: 510-1025

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 10-27		Oregon
PROJECT REPORT NUMBER		County Douglas
MODIFICATION NUMBER 1		Project Number RS-A390(1)
MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 17, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 4,800.00	\$ 532,246.00
Federal funds	\$ 4,230.00	\$ 469,172.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of October, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Larry A. Potter
Manager, Program Section
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By Dale E. Wilken
(Division Administrator)
For: Dale E. Wilken

~~XXX~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By _____
(Title)

Gen File

Oregon State Highway Division
Salem, Oregon August 30, 1983

Federal-Aid Project No. RS-A390(1)

Little River Bridge Section
Little River County Road
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required		\$ 4,800.00
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Type Code X081

Structure, Bridge No. 16670 (Structure Sta. 5+00 to Sta. 7+00)

Mobilization	All Required		\$ 25,000.00
Temporary Protection and Direction of Traffic	All Required		1,500.00
Temporary Signs	164 Sq. Ft.	7.00	1,148.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	350 Lin. Ft.	7.50	2,625.00
Temporary Guard Rail, Type 2A	200 Lin. Ft.	10.00	2,000.00
Temporary Rail End Pieces, Type C	4 Each	60.00	240.00
Temporary Traffic Signal Installation	1 Each	7,000.00	7,000.00
Flagmen	20 Hour	10.00	200.00
Temporary Delineators, Type 3	28 Each	22.00	616.00
Detour Bridge	All Required		54,000.00
Clearing and Grubbing	All Required		1,000.00
Removal of Structures and Obstructions	All Required		600.00
Embankment in Place	1,420 Cu. Yd.	8.00	11,360.00
1"-0 Aggregate Base	1,080 Ton	10.00	10,800.00
Class "B" or Class "C" Asphalt Concrete	385 Ton	38.00	14,630.00
Reinforced Concrete Bridge End Panels	150 Sq. Yd.	56.00	8,400.00
Guard Rail, Type 2A	188 Lin. Ft.	14.00	2,632.00
Guard Rail, Type 3	100 Lin. Ft.	28.00	2,800.00
Guard Rail Anchors, Type 1	3 Each	350.00	1,050.00
Rail End Pieces, Type C	4 Each	85.00	340.00
Type 1 Fence	80 Lin. Ft.	8.00	640.00
Loose Riprap, Class 700	320 Cu. Yd.	15.00	4,800.00
Grouted Riprap, Class 400	65 Cu. Yd.	40.00	2,600.00
Bridge Removal Work	All Required		16,000.00
Shoring, Cribbing, Etc.	All Required		500.00
Structure Excavation	340 Cu. Yd.	40.00	13,600.00

Special Wall Backfill	32 Cu. Yd.	15.00	480.00
Furnish Test Borings	50 Lin. Ft.	60.00	3,000.00
Furnish Pile Driving Equipment	All Required		6,000.00
Furnish HP 10X57 Steel Piling	325 Lin. Ft.	19.00	6,175.00
Drive Steel Piles	325 Lin. Ft.	1.00	325.00
Structural Concrete, Class 3300 (166 C.Y.)	All Required		35,000.00
Structural Concrete, Class 4000 (137 C.Y.)	All Required		61,000.00
Fissure Repair Concrete, Class 3300	22 Cu. Yd.	200.00	4,400.00
4'x60'/65' Prestressed Slabs	27 Each	3,875.00	104,625.00
Reinforcement (55,200 lbs.)	All Required		21,700.00
Prestressing Steel (13,400 lbs.)	All Required		24,500.00
Metal Bridge Rail	425 Lin. Ft.	21.00	8,925.00
			\$ 462,211.00

Anticipated Items

Permanent Pavement Striping	All Required	\$ 1,500.00
Temporary Erosion Control	All Required	500.00
Roadside Seeding and Mulching	All Required	500.00
		\$ 2,500.00
	Subtotal	\$ 464,711.00
	Engineering	62,735.00
	Total	\$ 527,446.00

Length of Structure

0.038 mi.

SUMMARY OF FUNDS (88.15%)

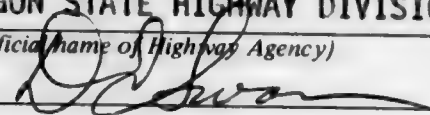
<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>County Funds</u>
Preliminary Engineering	\$ 4,800.00	\$ 4,230.00	\$ 285.00	\$ 285.00
Structure	527,446.00	464,942.00	31,252.00	31,252.00
Total	\$ 532,246.00	\$ 469,172.00	\$ 31,537.00	\$ 31,537.00

Group 1 100%
Contract No. 9680
Prefix: 510-1917
Prefix: 510-1025

1-154

FILE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		State	
MONTHLY TRANSACTION NO.		FEDERAL-AID PROJECT AGREEMENT		Oregon	
1-154				County	
				Douglas	
				Project	
				RS-A390(1)	
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.					
PROJECT TERMINI					
Co. Rd., Approx. 14 mi. N.E. of Roseburg					
PROJECT CLASSIFICATION OR PHASE OF WORK			EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)	
HIGHWAY PLANNING AND RESEARCH (HP & R)					
PRELIMINARY ENGINEERING			12-27-82	0.1	
RIGHTS-OF-WAY					
CONSTRUCTION					
OTHER (Specify)					
ESTIMATED TOTAL COST OF PROJECT			FUNDS PRO DATA 88.15%		
\$ 4,800.00			FEDERAL FUNDS \$ 4,230.00		
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.					
OREGON STATE HIGHWAY DIVISION			U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		
(Official name of Highway Agency)					
By 			By 		
Acting Program Management Engineer			(Division Administrator)		
(Title)					
XXX For: H.S. Coulter, P.E.			For: Dale E. Wilken		
State Highway Engineer			Date executed by		
(Title)			Division Administrator		
By _____			_____		
(Title)					

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

- a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.
- b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon January 11, 1983

Federal-Aid Project
No. RS-A390(1)

Little River (Little River Rd.) Bridge Section
County Road in Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering

All Required \$4,800.00
\$4,800.00

Length of Project ----- 0.1 miles

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>County Funds</u>
Preliminary Engineering	\$ 4,800.00	\$ 4,230.00	\$ 285.00	\$ 285.00
<u>Retain in Program</u>				
Contract Work	547,200.00	482,356.00	32,422.00	32,422.00
TOTAL	\$552,000.00	\$486,586.00	\$ 32,707.00	\$32,707.00

Group 1 100%

Prefix: *510-1917*

CL 84-246



Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 21, 1984

Pacific Fence & Wire Co.
13770 SE Ambler Road
Clackamas, OR 97015

Attention: Stephen Brindley
Sales Manager

IN REPLY REFER TO
FILE NO

CON 5
#9680

FILED
NOV 23 1984
NORRIS BUILDING
SEAL

Gentlemen or Ladies:

This will acknowledge your letter of October 30, 1984,
filing a claim against the following Highway Division contract:

FILED BY:	Pacific Fence and Wire Co.
AMOUNT:	\$1,134.35
FOR:	Material
AGAINST (Prime contractor)	Slayden & Holm, Inc.
SUBCONTRACTOR:	J and J Fence Co.
CONTRACT NO.:	9680
PROJECT:	Little River Bridge Section, Douglas County
SURETY:	Seaboard Surety Company

We will advise the surety and the prime contractor of the
receipt of this claim. We will also forward it to the Secretary
of State for filing.

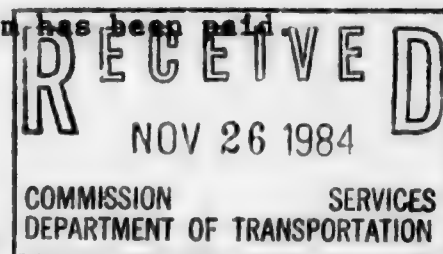
Please advise this office when your claim has been paid.

NOTED ON CARD

11-28-84 *lgm*

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES



cc: Slayden & Holm, Inc.
PO Box 218
Stayton, OR 97383

Seaboard Surety Company
320 108th Ave. NE
Bellevue, WA 98004

bc: ✓ Secretary of State - Please
acknowledge receipt of the attached
claim on the enclosed copy of this
letter.



CHAIN LINK FENCE & BELTING

October 30th, 1984

Mr. Robert W. Gormsen
Commission Services
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Notice is hereby given the undersigned, Pacific Fence & Wire Co., an Oregon Corporation, has a claim for fencing materials provided on Oregon State Highway Division Contract #9680, Little River Bridge, in the amount of \$1134.35, against the Bond taken from Slayton & Holm Construction and Seaboard Surety Co. for the material supply of said job.

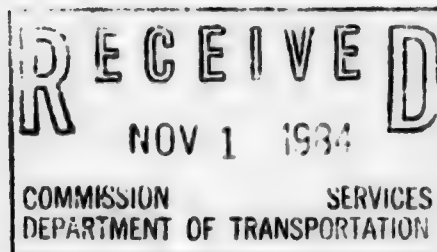
This notice is necessary due to lack of payment from J & J Fence Co., subcontractor to Slayton & Holm for this project.

Sincerely:

Pacific Fence & Wire Co.

Stephen Brindley
Sales Manager

cc: Slayton & Holm
J & J Fence Co.
Seaboard Surety
Marty Havick, Project Manager





STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Gary A. Potter, Manager
Program Section

FROM: Ed Marger *Ed Marger*
Agreement Specialist

SUBJECT: Amended Consultant Agreement
Little River Bridge
Douglas County - OBEC

DATE: August 30, 1984

MISC. CONTRACTS and
AGREEMENTS No. 12345

The attached amended consultant agreement has received the required pre-award audit evaluation and the external Audit Unit has recommended their approval.

I have reviewed the agreement and found it in order and recommend your concurrence.

Under "Certification Acceptance" this agreement does not required prior approval from the FHWA.

Please sign all 3 copies and return them to me for distribution.

EDM:me
Attachments

PROGRAM SECTION

MANAGER _____ RESOURCE UNIT _____
FA UNIT _____ PROGRAM UNIT _____

SEP 04 1984

REFER TO _____

R/D _____ ACT _____ REPLY _____

DISC _____ INFO _____ FILE _____



STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR (x ACC 5-4)

TO: Gary A. Potter, Manager
Program Section

DATE: August 23, 1984

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
OBEC Consulting Engineers
Little River Bridge
RS-A390(1)[510-1025]

Your memo dated August 2, 1984 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the supplemental construction engineering proposal between OBEC and Douglas County that increases the contract maximum payment from \$70,400.00 to \$77,300.00.

We have evaluated the attached agreement and related documents and concluded, that due to changes in the scope of work, additional costs are reasonable, allocable, and allowable for reimbursement purposes.

Accordingly, we recommend approval of this supplemental agreement.

VES:KJ:c1

PRE-AWARD EVALUATION PROGRAM

GENERAL

1. Has adequate time been provided for review. Yes
2. Determine type of review:
 - (a) Desk Review (w/survey file)
 - b. Comprehensive Site Review
 - c. Limited Site Review
3. Is agreement in compliance with State and Federal accounting standards & regulations.
4. Determine type of contract:
 - a. Cost-reimbursement
 - (b) Cost plus a fixed fee ref previous preaward 3.23
 - c. Firm fixed price
 - d. Fee based on agreed amount per unit of work
 - e. Fee based on specific rate per class of employee
5. CONSULTANT SELECTION: Previous preaward did LABOR 04/01/03.

LABOR

1. Determine from OSHD Project Engineer that labor hours and classifications are reasonable and applicable to contract.
2. Are labor rates reasonable (compare to prior work, payroll reports, individual records)

EQUIPMENT

1. Determine from OSHD Project Engineer that equipment hours are reasonable and applicable to contract.
2. Are equipment rates reasonable (compare to prior work. Verify supporting documentation)

MATERIAL

1. Determine from OSHD Project Engineer that material quantity is reasonable and applicable to contract.
2. Are material prices reasonable (compare to prior work, invoices, quotations, catalogs, price lists, purchase orders, inventory records, etc.)

W/P REF.	INITIAL	DATE
8.40	f_x	08/22/04
8.48		

158

PRE-AWARD EVALUATION PROGRAM (CONT.)

OVERHEAD (& LOADING RATES)

1. Review the composition of the overhead rate and determine if the rate is accurate, reasonable and applicable (compare to prior work, trace to ledger and test)

OTHER COST FACTORS

1. Determine whether there is any extended service life, betterment or other factors affecting the contract.

NET FEE:

FINAL

1. Prepare pre-award evaluation report (indicate any non-compliance or discrepancies)

W/P REF.	INITIAL	DATE
S/F	K ₂	08/22/84
8.48		
N/A		
8.40		

Telephone call to Sue B. to ⁶⁸³⁻⁶⁰⁹⁰ on 08/06/84 requesting (a) justification for the additional costs and (b) detail of cost estimate.

OBEC CONSULTING ENGINEERS

August 20, 1984

Mr. Ken Johnson, Staff Auditor
Oregon Department of Transportation
Highway Accounting Audit Section
Transportation Building, Room 432
Salem, Oregon 97310

NOTED
BILL EKLUND

Re: Little River Bridge
OBEC Project No. 8-61

Dear Ken:

Enclosed is a copy of the letter given to Douglas
County when they approved our supplementary request.

Also enclosed is Sue's latest summary of costs to date
on this project.

Call me if you have any further questions regarding
this agreement.

Sincerely,

Wally
W. A. Palmateer

WAP:ps
Enclosures

NOTED
V.E. SKCOG

RECEIVED

AUG 21 1984

HIGHWAY ACCOUNTING

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

8.45

 CONSULTING ENGINEERS

July 16, 1984

Mr. Bruce Long, Chairman
Board of Commissioners
Douglas County Courthouse
Roseburg, Oregon 97470

Re: Consultants Agreement for Construction Supervision
Little River Bridge
OBEC Project No. 8-61

Our current agreement was for \$70,400 based upon the work as bid and completion of all but paving after 150 days and final completion at 300 calendar days.

The work was bid at \$462,211 for about \$45/s.f., for a most unique solution to replace a very long truss. Extra work and force orders increased final payment by \$37,435 to \$499,645.

Our current projected final costs including a fixed fee of \$7,800 are \$77,300 -- an increase of \$6,900 above our NTE figure.

I feel additional engineering costs are justified for the following reasons:

1. The contractor received approval to change the detour alignment and grade to allow access to the bottom. This required additional layout and computations.
2. Final fills for the "L" Line could not be staked with original ground because the detour line encroached on the "L" Line fills. The entire detour had to be removed and ground reshaped prior to final staking of the "L" Line. This results in double the field work.
3. We had shutdowns on December 1983 due to heavy freezing, and start-up and shutdown in January 1984. We started up again in June and were required to redesign the "L" Line approaches. This increased base rock from 1,080 tons to 3,100 tons, and asphalt from 385 tons to 615 tons. Additional inspection time was required to do this extra work.
4. The specified calendar day was up June 7, and the job was not completed until June 29, 1984, adding 3 additional weeks of engineering.

Mr. Bruce Long, Chairman
Little River Bridge

July 16, 1984
Page 2

OBEC proposed to ask for 15% $\pm$ additional allowance on the \$37,434 increase in contract price (\$5,600) and \$1,500 for the three weeks additional field time with no increase in fixed fee. This would make our NTE figure $\$70,400 + \$5,600 + \$1,500 = \underline{\$77,500}$.

Sincerely,

W. A. Palmateer

WAP:ps
Enclosures

5615

8.47

Douglas County

[illegible]

77,500 pounds

EXPENSES	
Reproduction	10.40
Travel <u>1401</u> miles @ <u>22</u>	308.22
Outside Services	
Travel Expense	200.00
Transit & Level Rental	70.00
Telephone Expense	55.34
Film/Processing	19.68
<u>Cost of F/E</u>	<u>1565.00</u>
<u>Salaries</u>	<u>50.00</u>

Amount due this invoice 10,441.23

INVOICE NUMBER _____

45 8.98

TIME AND PAYROLL RECORD MONTHLY

Little River Bridge FAP#RS-A390(1)

June 1984

NAME	HOURS WORKED - DAILY																															Rate	Total	
	DAYS OR DATES																																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			
J. E. P. [Signature]	1																																5 1/2	24.90
L. B. [Signature]	4					1/2					1							10	10 1/2	10	15	14										10 1/2	19.10	
C. J. [Signature]	1/2					1/2					1/2				1																		4	9.10
J. H. [Signature]											1	2								2													5	27.30
S. W. [Signature]																					1 1/2												12	11.50

65.8

FORM 81-734-3001 OREGON STATE HIGHWAY DIVISION FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		SECTION Little River Road Bridge		WEEK ENDING 6-30-84	
		HIGHWAY FAS-A390		SECTION PREFIX 510-1025	
		COUNTY Douglas			
NAME OF JOB Little River Bridge		KIND OF WORK Grading, Paving, and Structure			
CONTRACTOR Slayden & Holm, Inc.		CONTRACT NUMBER 9680		FEDERAL AID PROJECT NUMBER RS-A390 (1)	
DATE OF CONTRACT 7-2-83		DATE WORK STARTED 8-9-83		ESTIMATED COMPLETION DATE 6-29-84	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 15 SUPERVISION: 3		SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 150/300 SPECIFIED COMPLETION DATE		WORK DAYS USED CALENDAR DAYS USED 149 / 300 PERCENT OF TIME ELAPSED 99.3% / 100%	
PROJECT AUTHORIZATION: \$ 527,446.99		ENGINEERING AUTHORIZATION \$ 71,000.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%	
EXCLUSIVE OF ENGINEERING: \$ 485,623.00		ENGINEERING COST TO DATE \$ 71,000.00		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING \$ 499,855.11		PERCENT OF AUTHORIZATION 100%		DATE PROJECT WAS COMPLETED: 6-29-84	
ESTIMATED PERCENT: ~~OVERRUN~~ 2.93%					

ESTIMATED PERCENT COMPLETE (ROADWORK)							
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%	100%	100%			
		GRADING		SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		.09		.09			.13
MILES PARTIALLY COMPLETED							
MILES COMPLETED		.09		.09			.13
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,420 CY		1,080 ton			385 ton
TOTAL QUANTITIES CORRECTED TO DATE		929.35 CY		3,101.84 ton			614.99 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		929.35 CY		3,101.84 ton			614.99 ton
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: 12 dump trucks, Hopto 211 & Case 580C backhoes, 3 DynaPac rollers, 125 cfm compressor, water truck, grader, flatbed trailer, transport truck, 955 Cat frontend loader, J.D. 350 & 450 cats, Blaw-Know paving machine, 5 pickups, guardrail post punch, auger, misc. hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)							
BRIDGE NO.	16670						
PERCENT	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6-24	fair	0		
MONDAY 25	fair	1		RESCINDED Suspension of Work Order: RECEIVED
TUESDAY 26	cloudy	1		TC..... SA..... CC..... FE..... MA..... CP..... LEO..... CONSTRUCTION QCS..... SECTION FILE.....
WEDNESDAY 27	mostly fair	1		
THURSDAY 28	mostly cloudy	1		
FRIDAY 29	fair	1		PROJECT COMPLETE except final checklist items.
SATURDAY 30	fair	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 6-24	No work.
MONDAY 25	Constructed the embankment and removed the old road to subgrade elevation from 7+00 to 9+50 right lane and placed and compacted the base rock for same. Removed the rest of the asphalt from the detour road from 7+20 to 9+50.
TUESDAY 26	Constructed the embankment for the left traffic lane from 2+50 to 5+00 and placed and compacted the base rock after removing the old AC and cutting road to subgrade. Dressing up access and storage areas.
WEDNESDAY 27	Setting type 2 fence corners and braces. Constructed the embankments, removed old AC, cut old road to subgrade elevation, and placed and compacted the base rock for right lane 2+50 to 5+00 and left lane 7+00 to 9+50. Dressing fill slopes and access areas.
THURSDAY 28	Completed placing and compacting the base rock from 2+50 to 9+50 both lanes. Set all the type 2A & 3 approach guardrail posts, rails, end pieces, and augered and poured the anchors. Completed dressing all the embankments and surrounding area. Installing the posts and corners for the type 2 fence.
FRIDAY 29	Completed installing the type 2 fence wire and posts. Completed placing the gravel for the Talcott driveway. Delivered, placed, and rolled all the Class "C" asphalt for the project to complete the "L" line roadwork. Placed and compacted all the shoulder base rock.
SATURDAY 30	No work.
REMARKS	
STATUS: PROJECT COMPLETE except for permanent pavement striping, roadside seeding and mulching and a couple of final checklist items which will be completed Monday, July 2, 1984. THIS IS THE LAST WEEKLY REPORT TO BE SUBMITTED FOR THIS PROJECT. SIGNED <u>Gary R. Gilliam</u> LOCATION <u>Glide</u> Gary R. Gilliam, OBEC Constr. Supervisor	
PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES	

DATE: March 12, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Little River Bridge Section
FAS A390 Little River Road, Douglas County
Contract No. 9680

This federal-aid project was approximately 88 percent complete at the end of February with an anticipated completion date in June, 1984. It now appears that the final cost will exceed the project authorization by \$46,100 or 8.7 percent.

Additional quantities of base rock and paving materials were required in order to attain a better grade line by extending match points, and to repair weak spots in the existing roadbed caused by lack of sufficient base and subbase materials. These items added approximately \$23,000 to the cost of the project.

The contract, as awarded, did not specify double thickness of guardrail elements on the structure as is required by current federal standards. Correction of this oversight in the plans added approximately \$3,000 to the cost of the project.

The quantities of temporary signing and flagman hours were estimated without allowance for the shifting of traffic onto the detour, or for embankment and surfacing work to be performed with traffic moving through the project as became necessary. Overruns of these two items added approximately \$2,400 to the cost of the project.

Weather conditions unsuitable for grading and paving work forced a suspension of that portion of the project. Maintenance of the roadway during the suspension of the work is being performed by Douglas County forces and is expected to add approximately \$3,000 to the cost of the project.

There were several other minor deviations from contract bid quantities as is common with most projects. These included the construction engineering which is expected to overrun by approxi-

Oregon Transportation Commission
March 12, 1984
Page 2

mately 70 percent in order to handle the changes and additional contract work. The consulting firm has an agreement with Douglas County covering the allowable engineering charges.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by \$46,100 to a new total of \$573,546.99. This matter will be on the consent calendar for the March 20 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
Jim Gix
George Bell



STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: March 7, 1984

FROM: *O. B. Jackmond*
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED

SUBJECT: Request for Increase in Project Authorization W. E. SCHWARTZ
Little River Bridge Section
FAS A390 Little River Road, Douglas County
Contract No. 9680

RECEIVED STATE HWY ENGR							
MAR 9 '84							
REFER TO							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	

This federal aid project was approximately 88 percent complete at the end of February with an anticipated completion date in June, 1984. It now appears that the final cost will exceed the project authorization by \$46,100.00 or 8.7 percent.

Additional quantities of base rock and paving materials were required in order to attain a better grade line by extending match points, and to repair weak spots in the existing roadbed caused by lack of sufficient base and subbase materials. These items added approximately \$23,000 to the cost of the project.

The contract, as awarded, did not specify double thickness of guardrail elements on the structure as is required by current federal standards. Correction of this oversight in the plans added approximately \$3,000 to the cost of the project.

The quantities of temporary signing and flagman hours were estimated without allowance for the shifting of traffic onto the detour, or for embankment and surfacing work to be performed with traffic moving through the project as became necessary. Overruns of these two items added approximately \$2,400 to the cost of the project.

Weather conditions unsuitable for grading and paving work forced a suspension of that portion of the project. Maintenance of the roadway during the suspension of the work is being performed by Douglas County forces and is expected to add approximately \$3,000 to the cost of the project.

There were several other minor deviations from contract bid quantities as is common with most projects. These include the construction engineering which is expected to overrun by approximately 70 percent in order to handle the changes and additional contract work. The consulting firm has an agreement with Douglas County covering the allowable engineering charges.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of \$46,100.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Jim Gix
John Quiner IIMarty Havig
R. D. Church

W. F. Cobine

September 1, 1983

Slayden & Holm, Inc.
P. O. Box 218
Stayton, OR 97383

CON 5
#9680

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9680 for work on the Little River
Bridge on Little River Road in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gornsen
COMMISSION SERVICES

dc
Encl.

cc: Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
Ron Busey
OBEC Consulting Engineers

GENERAL CONTRACTORS

Slayden & Holm Inc.

P. O. Box 218
Stayton, Oregon 97383

Phone (503) 769-6379

BRIDGE CONSTRUCTION

July 15, 1983

Robert Gormsen
Commission Services
Room 121
Transportation Bldg.
Salem, Oregon 97310

RE: MBE/WBE Goals
Little River Bridge
Douglas County
Bid Date: July 13, 1983

Mr. Gormsen:

Below please find the MBE/WBE firms which we will use to meet
the subcontracting goals on the above referenced project:

<u>MBE</u>	<u>ITEM</u>	<u>DOLLAR VALUE</u>
Ed Galang Enterprises	#13 Embankment in place	\$ 11,360.00
EBA: Fareast Const.		
4904 N.E. 48th Ave.		
Vancouver, WA. 98661		

<u>WBE</u>	<u>ITEM</u>	<u>DOLLAR VALUE</u>
Storie & Associates	#10 (partial)	\$ 7,923.00
2617 N.E. 24th	Detour structure	
Portland, Or. 97212		

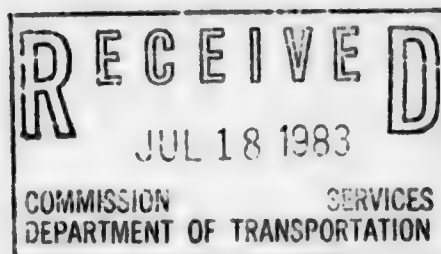
Very truly yours,

Bruce Slayden

Bruce Slayden
Slayden & Holm, Inc.

BS:lh

Certified Mail



An Equal Opportunity Employer

July 2, 1983

PAC 100

Douglas County Board
of Commissioners
Courthouse
Roseburg, OR 97470

Attn: Mr. Kenneth Erickson
Director of Public Works
1036 S.E. Douglas
Roseburg, OR 97470

Gentlemen:

On July 14, 1983 the Highway Division received a satisfactory bid from Staysen and Holm Inc., P.O. Box 218, Stayton, Oregon 97383 for the Little River (Little River Rd., Br. Section on FAS A390). This is an FAS C Project No. RS A390(1). Based upon the Contractor's bid the County's advance deposit will be:

Contractor's Bid	\$462,211.00
Permanent Striping	1,500.00
Temporary Erosion Control	500.00
Seeding and Mulching	500.00
4 1/2% Contingencies	20,912.00
5% Engineering	41,623.99
Est. Construction Cost	\$527,446.99
Est. P.E. Cost	4,800.00
Est. Project Cost	\$532,246.99

County's share of the project costs is 6% of \$532,246.99 = \$31,934.82

By rounding, the County's Advance Deposit will be \$31,900

We will award the contract when we receive your advance deposit, which should be in this office not later than August 5, 1983.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

ORIGINAL SIGNED BY

GARY A. POTTER

Gary A. Potter, Manager
Program Section

HK:pf

Attachment

acc w/AD # 83-50: Jack Ayres, Region 3

Vern Skoog - Please return completed AD # 83-50
when advance deposit is received.

Rec'd
7-2-83

Inform
Ed Hauer

Region

Contract
awarded
7-1-83

Road Design Engineer

Section Little River Bridge Programming Estimate \$ _____
Highway Little Riv Rd. Pr. t Length 0.13 miles
County DOUGLAS Completion Time a) All work except paving in 150 c.
b) All work in 300 c.d.
Kind of Work Grading, Paving, Structure Est. Comp. Date June 10, 1984
Prefix 510-1917 Letting Date July 14, '83 Project No. RS-A390(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount \$ 479,415⁰⁰

Anticipated Additional Items:

Royalty Payment.
Permit Fees
Slide Correction
Railroad Protective Costs
Other Railroad Costs
Permanent Signing
Permanent Pavement Striping
Temporary Pavement Striping
Remove Pavement Striping (Exist. & Temp.)
Temporary Erosion Control
State Furnished
Roadside Seeding & Mulching
Asphalt Cement Adjustment
On the Job Trainees (\$0.80 x _____ hrs.)
State Responsibility for Damages
Signal Controller Testing
"OPTICOM" Testing
Bikeway Signs
Bikeway Striping & Legend

Adjust Utilities:

1,500

500

500

\$ 2,500⁰⁰

P
not on map schedule
Est & Plan Est Same

Subtotal \$ 481,915⁰⁰

Contingencies (4-1/2%) 21,686¹⁸

Engineering (8, (9), 10%) 43,372³⁵

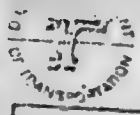
Subtotal \$ _____

Credit for _____

Estimated Net Authorization, Construction \$ 546,973⁵³

APPROVED _____

Road Design Engineer



OREGON STATE

HIGHWAY DIVISION



Section		City		Sheet		
Little River Bridge		DOUGLAS		1 of 3		
Kind of Work		Length	Date	Name		
Grading, Paving, Structure		0.13 mi.	6-10-83	Bricher		
No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	-	39,000-
2	Temporary Protection and Direction of Traffic		All	All	-	1,500-
3	Temporary Signs		Sq. Ft.	164	6-	984-
4	Temporary Continuous Rail Traffic Barriers, ReflectORIZED		Lin. Ft.	350	11-	3,850-
5	Temporary Guard Rail, Type 2A		Lin. Ft.	200	15-	3,000-
6	Temporary Rail End Pieces, Type C		Each	4	75-	300-
7	Temporary Traffic Signal Installation		Each	1	8,000-	8,000-
8	Flagmen		Hour	20	20-	400-
10	Detour Bridge Installation		All	All	-	52,000-
9	Temporary Delinicators, Type 3		Each	28	20-	560-
	<u>ROADWORK</u>					
11	Clearing and Grubbing		All	All	-	1,000-
12	Removal of Structures and Obstructions		All	All	-	1,000-
13	Embankment in Place		Cu. Yd.	1,420	9-	12,780-



SUMMARY--BID SCHEDULE--COST ESTIMATE



OREGON STATE

HIGHWAY DIVISION

Section			City		Sheet of	
Little River Bridge			DOUGLAS		3 3	
Kind of Work			Length	Date	Name	
Grading, Paving, Structure			0.13 mi.	6-10-'83	Bricher	
No.	Item	Code	Unit	Quant.	Unit Cost	Total
	<u>STRUCTURE</u>					
24	Bridge Removal Work		All	All	-	8,000-
25	Shoring, Cribbing, Etc.		All	All	-	2,000-
26	Structure Excavation		Cu.Yd.	340	18-	6,120-
27	Special Wall Backfill		Cu.Yd.	32	18-	576-
28	Furnish Test Borings		Lin.Ft.	50	100-	5,000-
29	Furnish Pile Driving Equipment		All	All	-	6,000-
30	Furnish HP 10x57 Steel Piling		Lin.Ft.	325	20-	6,500-
31	Drive Steel Piles		Lin. Ft.	325	2-	650-
32	(146 C.Y. @ \$225) Structural Concrete, Class 3300		All	All	-	37,350-
33	(137 C.Y. @ \$275) Structural Concrete, Class 4000		All	All	-	37,675-
34	Fissure Repair Concrete, Class 3300		Cu.Yd.	22	300-	6,600-
35	4' x 60'/65' Prestressed Slabs		Each	27	5,000-	135,000-
36	(55,200 lbs. @ \$0 ⁵⁰) Reinforcement		All	All	-	27,600-
37	(13,400 lbs. @ \$1 ⁰⁰) Prestressing Steel		All	All	-	13,400-
38	Metal Bridge Rail		Lin. Ft.	425	30-	12,750-

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. RS-A390(1)
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO.
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 30035	See Below 2A. COUNTY NAME Douglas
6. TO Mr. M. S. Coulter State Highway Engineer Oregon State Highway Division Salem, Oregon		
7. DATE AUTHORIZATION EFFECTIVE 6/22/83	8. FEDERAL ROUTE NUMBER Secondary A390	9. STATE ROUTE NUMBER County Road
10. GENERAL LOCATION: Little River (Little River Road) Bridge Section		
11. GENERAL DESCRIPTION OF WORK: One structure		
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW		
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☐ OTHER (Specify)		
13. REMARKS As requested in Mr. Potter's letter of 6/20/83, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of \$546,973 Federal funds \$482,156 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. I accept the certification of Mr. Rod Henry dated 6/15/83 that provisions of FHPM 7-5.1 have been complied with.		
14. DATE 6/22/83	15. SIGNATURE OF APPROVING OFFICIAL <i>G. K. Hassner</i>	16. TITLE For Division Administrator

FORM PR-1240
(REV. 12-79)

PREVIOUS EDITIONS MAY BE USED

RECEIVED STATE HWY ENGR	
JUL 8 '83	
REFER TO <i>Potter</i> FOR	
Info	Ines
R/D	S/n
Act	File



June 13, 1983

Mr. Jack Ayres
Region Federal Aid Specialist
Department of Transportation
Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Little River Bridge Sec.
OBEC Project No. 8-61

Dear Jack:

Enclosed is a copy of our engineer's estimate for the Little
River Bridge.

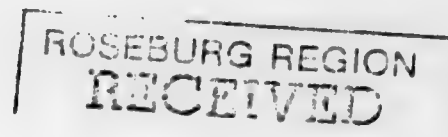
Very truly yours,

A handwritten signature in cursive script, appearing to read "Willis G. Worcester".

Willis G. Worcester
Office Engineer

WGW:ps
Enclosure

cc: Tom Bricher - w/enc.
Terry Bounds - w/enc.



PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
JUN 13 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

A circular stamp containing the initials "WGW" in a stylized font.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

Copy to: Hal Reynolds
Walt Hart

LITTLE RIVER BRIDGE SECTION
GRADING, PAVING AND STRUCTURE

ENGINEER'S ESTIMATE
6-10-83 (WGW)

<u>Item No.</u>	<u>Item</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price (In Figures)</u>	<u>Total Price (In Figures)</u>
1.	Mobilization	L.S.	All	Lump Sum	\$ <u>39,000</u>
2.	Temporary Protection & Direction of Traffic	L.S.	All	Lump Sum	\$ <u>1,500</u>
3.	Temporary Signs	S.F.	164	\$ <u>6.00</u>	\$ <u>984</u>
4.	Temporary Continuous Rail Traffic Barrier, Reflectorized	L.F.	350	\$ <u>11.00</u>	\$ <u>3,850</u>
5.	Temporary Guard Rail Type 2A	L.F.	200	\$ <u>15.00</u>	\$ <u>3,000</u>
6.	Temporary Rail End Pieces Type C	Each	4	\$ <u>75.00</u>	\$ <u>300</u>
7.	Temporary Traffic Signal Installation	Each	1	\$ <u>8,000.00</u>	\$ <u>8,000</u>
8.	Flagmen	Hour	20	\$ <u>20.00</u>	\$ <u>400</u>
9.	Detour Bridge Installation	S.F.	2600	\$ <u>20.00</u>	\$ <u>52,000</u>

ROADWORK

10.	Clearing and Grubbing	L.S.	All	Lump Sum	\$ <u>1,000</u>
11.	Removal of Structures and Obstructions	L.S.	All	Lump Sum	\$ <u>1,000</u>
12.	Embankment in Place	C.Y.	1420	\$ <u>7.00</u>	\$ <u>9,940</u>
13.	1"-0 Aggregate Base	Ton	1080	\$ <u>8.00</u>	\$ <u>8,640</u>
14.	Class "B" or "C" Asphalt Concrete	Ton	385	\$ <u>40.00</u>	\$ <u>15,400</u>

LITTLE RIVER BRIDGE SECTION
GRADING, PAVING AND STRUCTURE

ENGINEER'S ESTIMATE
6-10-83 (WGW)

<u>Item No.</u>	<u>Item</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price (In Figures)</u>	<u>Total Price (In Figures)</u>
15.	Reinforced Concrete Bridge End Panels	S.Y.	150	\$ 45.00	\$ 6,750
16.	Guard Rail, Type 2A	L.F.	188	\$ 15.00	\$ 2,820
17.	Guard Rail, Type 3	L.F.	100	\$ 30.00	\$ 3,000
18.	Guard Rail Anchors, Type 1	Each	3	\$ 350.00	\$ 1,050
19.	Rail End Pieces, Type C	Each	4	\$ 75.00	\$ 300
20.	Loose Riprap, Class 700	C.Y.	320	\$ 16.00	\$ 5,120
21.	Grouted Riprap, Class 400	C.Y.	65	\$ 100.00	\$ 6,500
22.	Temporary Delineators, Type W-1	Each	28	\$ 20.00	\$ 560
<u>STRUCTURE</u>					
23.	Bridge Removal Work	L.S.	All	Lump Sum	\$ 8,000
24.	Shoring, Cribbing, Etc.	L.S.	All	Lump Sum	\$ 2,000
25.	Structure Excavation	C.Y.	340	\$ 18.00	\$ 6,120
26.	Special Backfill	C.Y.	32	\$ 18.00	\$ 576
27.	Furnish Test Borings	L.F.	50	\$ 100.00	\$ 5,000
28.	Furnish Pile Driving Equipment	L.S.	All	Lump Sum	\$ 6,000
29.	Furnish HP10x57 Steel Piling	L.F.	325	\$ 20.00	\$ 6,500
30.	Drive Steel Piles	L.F.	325	\$ 2.00	\$ 650
31.	Structural Concrete, Class 3300	C.Y.	166	\$ 225.00	\$ 37,350

LITTLE RIVER BRIDGE SECTION
GRADING, PAVING AND STRUCTURE

ENGINEER'S ESTIMATE
6-10-83 (WGW)

<u>Item No.</u>	<u>Item</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price (In Figures)</u>	<u>Total Price (In Figures)</u>
32.	Structural Concrete, Class 4000	C.Y.	137	\$ 275.00	\$ 37,675
33.	Fissure Repair Concrete, Class 3300	C.Y.	22	\$ 300.00	\$ 6,600
34.	60/65' Prestressed Slabs	Each	27	\$ 5,000.00	\$ 135,000
35.	Reinforcement	Lbs.	55,200	\$ 0.50	\$ 27,600
36.	Prestressing Steel	Lbs.	13,400	\$ 1.00	\$ 13,400
37.	Metal Bridge Rail	L.F.	425	\$ 30.00	\$ 12,750

TOTAL AMOUNT OF BID \$ 476,335

$$\text{Structure Only} = \frac{305.221 \times 1.09}{7200} (\text{mob.}) = \$46.21/\text{S.F.}$$

$$\text{Total} = \frac{476,335}{7200} = \$66.16/\text{S.F.}$$

OBEC**CONSULTING ENGINEERS**

..... Versteeg
..... Anderson
..... Adams
..... Haines
..... Steadman
..... Brown
..... Watering

RECEIVED**May 25, 1983**

Do Not File ☐
Return To
Bring Up
Action

**ROAD DESIGN
SECTION**

Mr. Steve McNab
Road Design Section
Oregon State Highway Division
Oregon Department of Transportation
Salem, Oregon 97310

Re: Noel & Eslick Creek Bridges Sec. (8-67,77)
Little River Bridge Sec. (8-61)

Dear Mr. McNab:

At the request of Mr. Jack Ayres, I am sending you copies of the permits
for the above projects.

Enclosed are:

Noel Creek

Governor's letter to U.S. Coast Guard dated April 1, 1983
(Takes the place of Division of State Lands permit,
according to Liz)

Corps of Engineers Permit No. 071-OYA-2-004668

U. S. Coast Guard Bridge Permit No. 4-83-13

Eslick Creek

Division of State Lands Permit No. 3696

Governor's letter to U.S. Coast Guard, dated April 1, 1983

Corps of Engineers Permit No. 071-OYA-2-004741

U. S. Coast Guard Bridge Permit No 5-83-13

Little River

Division of State Land Permit No. 3681.

Corps of Engineers - Permit issued May 19, 1983 to
Douglas County. I do not have a copy, but have requested
Terry Bounds*send one to you.

Mr. Steve McNab
Noel, Eslick & Little River Bridges

May 25, 1983
Page 2

We did not apply for any permits for Berry and Staveland Stockways; and we did not apply for a Coast Guard Permit for Little River.

Please call if there is any more information you need.

Very truly yours,


Willis G. Worcester
Office Engineer

WGW:ps
Enclosures

cc: Jack Ayres - w/o enc.
Terry Bounds - w/o enc.

Division of State Lands
1445 State Street
Salem, Oregon, 97310
Phone: 378-3059
378-3805

8-61

Permit No. 3681
Permit Type Fill
Waterway Little River
County Douglas County
Expiration Date December 13, 1983

DOUGLAS COUNTY

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.695 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT A AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.
2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.
3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.
4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 340; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment A.
5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.
6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.
7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.
8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.
9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

Ed Zajonc, Director
Oregon Division of State Lands


Authorized Signature

December 13, 1982
Date Issued

ATTACHMENT A

Special Conditions for Material Fill Permit No. 3681

1. This permit authorizes the removal of 280 cubic yards of material, the placement of up to 535 cubic yards of material (175 cubic yards of fill for bridge approaches and 360 cubic yards for temporary fill), and the placement of rock riprap as needed in Section 32, T26S, R3W (Little River Bridge No. 17-13.7) in conjunction with bridge replacement project as outlined in the attached permit application, map and drawings.
2. The operation shall be conducted in a manner that will minimize any turbidity increase.
3. Waste materials and spoils shall be placed above the bankline.
4. Turbid waste waters from the project shall be provided adequate settling time.
5. There shall be no removal or filling in the permit area between September 15 and June 1.
6. There shall be no operation of equipment in the active flowing stream between September 15 and June 1.
7. The stream shall not be diverted from the natural bed.
8. Riprap if needed shall be placed under these conditions:
 - a. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.
 - b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.
 - c. All riprap shall be placed from above the bankline.
 - d. There shall be no operation of equipment in the water except to dig a toe trench.
9. Areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes.
10. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

December 13, 1982

Send to:

Division of State Lands
1445 State Street
Salem, Oregon 97310

FOR DIVISION USE

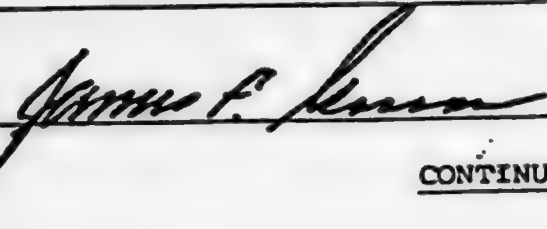
lease return by _____
Date Received _____
Permit No. FP 3681
Waterway Little River
County Douglas County

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq.)

Please Print

1. Applicant's Name Douglas County
Address Room 219, Courthouse Phone 440-4209
City Roseburg State Oregon Zip Code 97470
2. Project Supervisor's Name Kenneth Erickson, Director, Pub. Wks. Phone 440-4209
3. Property Owner's Name Douglas County
Address (See Above) Phone 440-4209
City Roseburg State Oregon Zip Code 97470
4. Waterway affected by project Little River Tributary of North Umpqua
County Douglas ^{River} Mile 2.9+ Section 32 Township 26S Range 3W
Local name for project location Little River Bridge No. 17-13.7
5. Purpose(s) of project Bridge replacement
6. Describe your proposed operation (Attach additional sheet if necessary):
Construct detour and install detour bridge and temporary fills as shown on Sheet #2.
Construct new bridge on same alignment as existing structure. Place permanent fills at
each end of new bridge as shown on Sheet #1. Remove detour bridge and temporary fills.
Restore area to its natural condition.
7. When will project start? March of 1983 (Est.) Be completed? November of 1983
8. Project will be: Removal _____ Fill _____ Combination X Riprap _____
9. Fill will consist of: rock X gravel X sand X silt _____ other _____
Removal will consist of: rock _____ gravel X sand X silt X other _____
10. Amount of Fill (cu.yds.) annually _____ total project 535 C.Y. (See remarks)
Amount of Removal (cu. yds.) annually _____ total project 280 C.Y. (See remarks)
11. Where will you place surplus materials? _____
12. What steps do you plan to take to restore the area to its natural condition?
Grading and shaping of staging areas, detour, fill slopes, and any other areas disturbed by
construction with grass seeding as required.

Signed

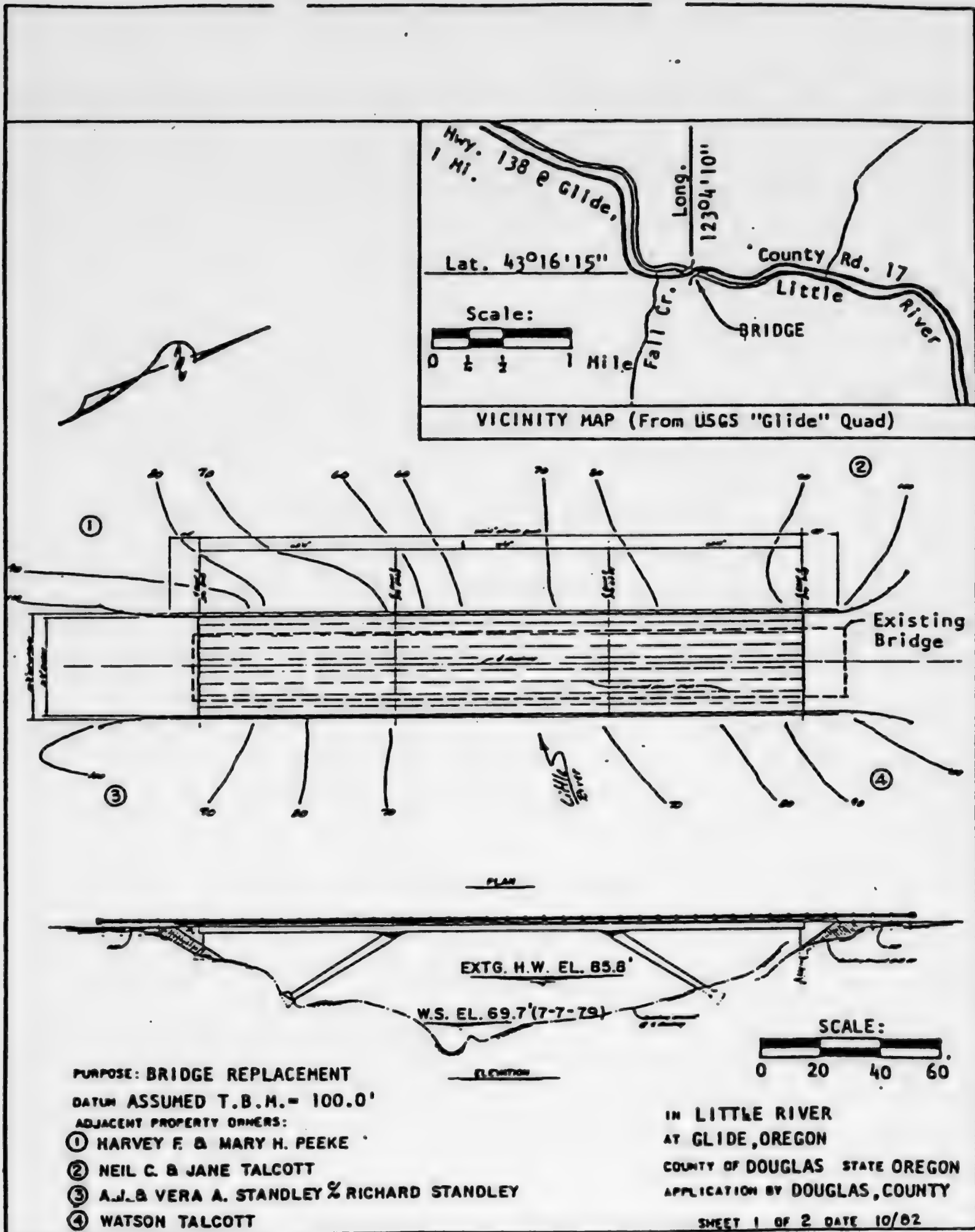

Title Asst. DirectorDate 10-18-82

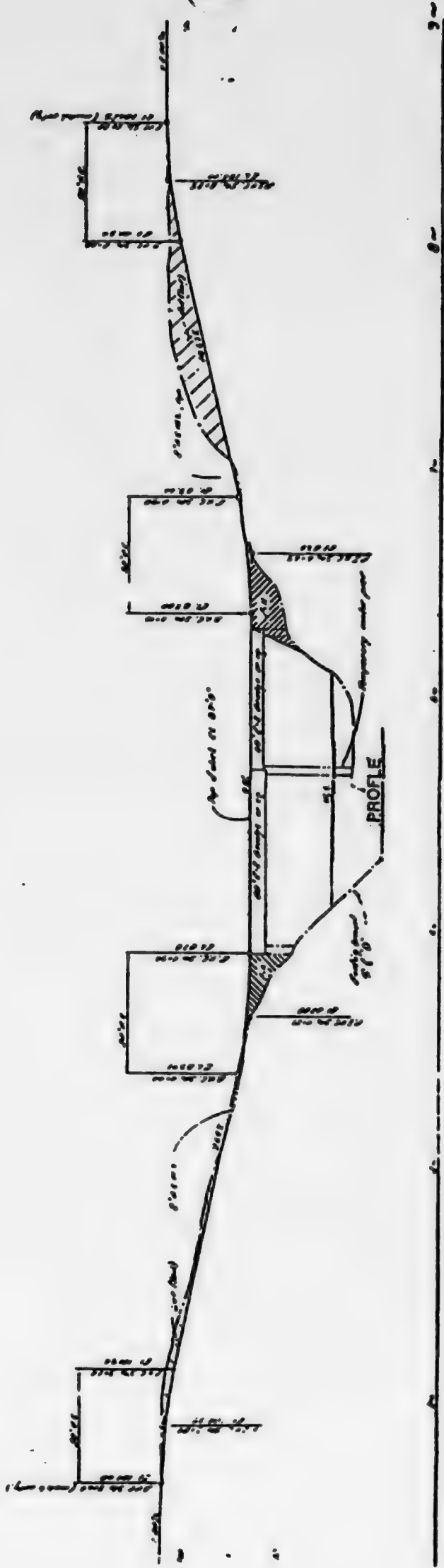
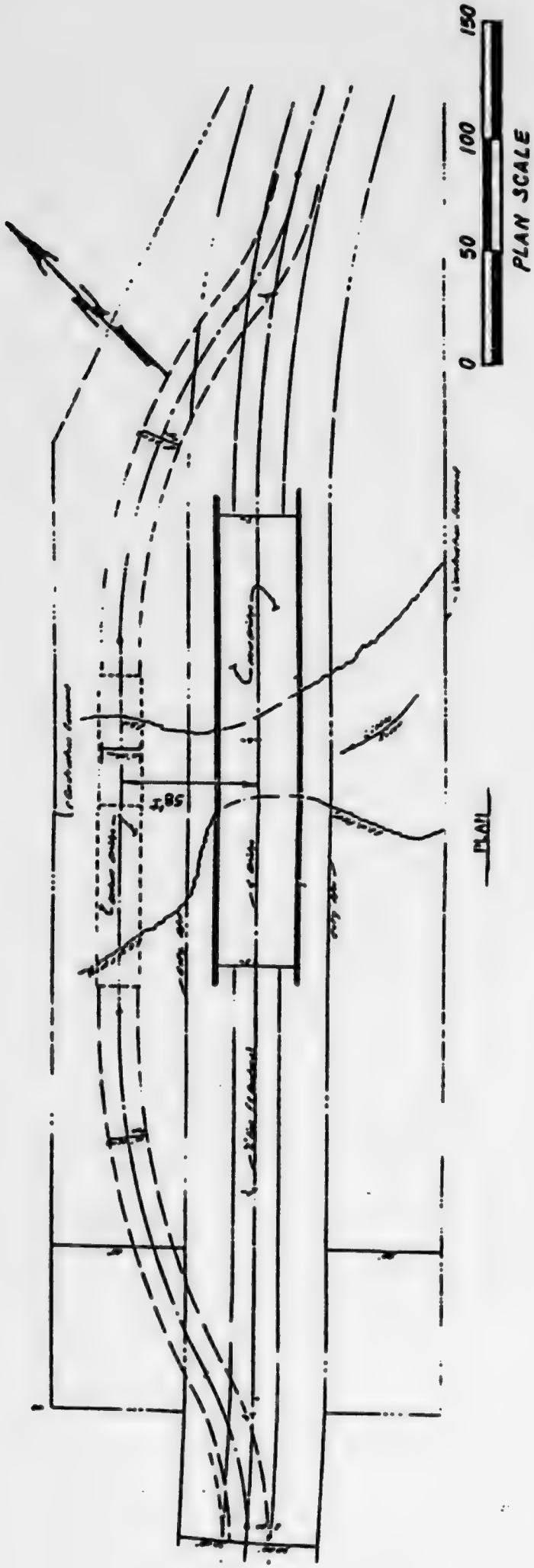
CONTINUED ON BACK OF SHEET

13. List names and addresses of adjoining property owners.

- 1) Harvey F. & Mary H. Peeke, 402 W. Myrtlewood Court, Roseburg, Oregon 97470.
- 2) Neil C. & A. Jane Talcott, 3778 Little River Rd., Glide, Oregon 97443.
- 3) A. J. & Vera A. Standley c/o Richard A. Standley, 2929 Little River Rd., Glide, OR 97443.
- 4) Watson Talcott, 12768 N. Umpqua Highway, Roseburg, Oregon 97470.

14. Remarks: Permanent fill for new bridge approaches is 175 C.Y. Temporary fill for detour bridge is 360 C.Y. Temporary removal (excavation for footings) is 280 C.Y.





PURPOSE: BRIDGE DETOUR

LITTLE RIVER
NEAR GLIDE
COUNTY OF DOUGLAS
STATE OREGON

SHEET 2 OF 2



STATE OF OREGON
HIGHWAY ACCOUNTING
Administration - 8-6578

INTEROFFICE MEMO

FILE: AGR

Buz

TO: D. E. Swan, Program Control Engineer
PROGRAM SECTION

DATE: April 1, 1983

FROM: V. E. Skoog *for*
Controller

SUBJECT: Pre-award Evaluation
OBEC Consulting Engineering
Little River Road Bridge
RS-A390

Your memo dated March 16, 1983, requested that we perform a pre-award evaluation on the proposal submitted by OBEC, as required by federal and state procurement procedures.

On February 18, 1983, we received the "Statement of Direct Costs and Overhead Costs" of OBEC for the year ended May 31, 1982, which was prepared by their CPA R. Keith Allen. This statement superceded the statement included in Exhibit A (P.1 of 3) of this proposal, and the new adjusted overhead percentage of .9727 should be utilized in computing the estimated overhead costs, which results in a reduction of approximately \$190 as follows:

.9727 x \$26,080	= \$25,368.01
Less: Amount in Proposal	= (25,560.00)
Difference	\$ <u>(191.99)</u>

After reviewing the travel and per diem expenses with Mr. Wally Palmateer of OBEC, against the other proposals, it was determined that two items were overlooked. It is estimated that rental of an apartment (at \$110 per week for 22 weeks) will amount to an increase of \$2,420 in addition to other supplies in the amount of \$200.

The estimate for overhead expenses was overstated by approximately \$190 and the direct non-labor costs were understated by \$2,620. It seems reasonable to include the housing and supplies expenses; therefore, the following corrections should be noted:

Exhibit A (P. 2 of 3) - from 28 weeks to 1,120 hours
- from 7 weeks to 280 hours
- from 2 weeks to 80 hours
- from \$700/wk to \$17.50
- from \$640/wk to \$16.00
- from \$1,000/wk to \$25.00

Exhibit B (P. 3 of 3) - from 98% to 97.27%
- from \$25,560 to \$25,370
- from \$51,640 to \$51,450
- from \$4,580 to \$7,000
- from \$2,400 to \$2,600
- from \$8,380 to \$11,000
- from \$67,880 to \$70,310
- from \$68,000 to \$70,400

*Talk to Jack Allen
about 9-26-83*

Agreement (P. 3)
(P. 4)

- from 98% to 97.27%
- from \$25,560 to \$25,370
- from \$8,380 to \$11,000
- from \$68,000 to \$70,400

We recommend approval of this agreement contingent upon the incorporation of these changes.

KLJ:njl
Attachments

76.0

HIGHWAY DIVISION

AOK

V. E. Skoog
Highway Controller

March 10, 1953

D. E. Swan
Acting Program Section Manager

Project No. RS-A390(-)
Little River Road Bridge
Consultant Agreement
Douglas County

MISC. CONTRACTS and
AGREEMENTS No. 9353

Attached for your consideration is a proposed consultant agreement for construction engineering services to be furnished to Douglas County by O&C Consulting Engineers for subject project.

Please conduct the required pre-award audit evaluation and return one copy of the agreement with your report.

MDH:pf
Attachment

cc: Jack Ayres, [unclear]



March 9, 1983

Mr. Walter J. Hart, Bridge Engineer
Oregon Department of Transportation
328 Transportation Building
Salem, Oregon 97310

Re: Little River Bridge
OBEC Project No. 8-61

Dear Mr. Hart:

We are submitting Preliminary and Hydraulic Reports for the Little River Bridge for your review.

The Preliminary Report was written in March 1980 when the project was being developed for County funding. The attached cost estimates supercede those given in the report.

Very truly yours,

Willis G. Worcester
Office Engineer

WGW:seb
enclosures

cc: Jack Ayres ✓
Ken Erickson-w/enclosures

Copy to: Bussey w/Report
Reynoldson ✓

ROSEBURG REGION RECEIVED				
MAR 10 1983				
RE	RME	SCF	ROE	TE
RUE	DES	RSR	PPR	RLE
GEO.	ATI	RBI	ATE	AA

21

ESTIMATED COSTS

Following are updated cost estimates for the preferred slant leg alternate, the precast tee-beam alternate, and the proposed detour road and bridge. These estimates supercede those listed in the March, 1980 Preliminary Report.

Slant Leg Alternate

Item	Quantity & Unit	Unit Price	Total Price
1. Mobilization	All	9%	\$ 31,000
2. Clearing & Grubbing	All	Lump Sum	1,000
3. Shoring & Cribbing	All	Lump Sum	10,000
4. Structure Excavation	550 CY	8.00	4,400
5. Special Backfill	100 CY	18.00	1,800
6. Furnish Piledriving Equipment	All	Lump Sum	6,000
7. Furnish Steel Piling	400 LF	15.00	6,000
8. Drive Steel Piling	400 LF	2.00	800
9. Class 3300 Concrete	180 CY	225.00	40,500
10. Class 4000 Concrete	140 CY	275.00	38,500
11. Reinforcement	48,000 LB	.45	21,600
12. 65/70' Precast Slabs	27 Ea	5,000.00	135,000
13. Prestressing Steel	All	Lump Sum	35,000
14. Metal Bridge Rail	436 LF	30.00	13,080
15. Type 3 Guardrail, End Pieces, Anchors	150 LF	36.00	5,400
16. Embankment	600 CY	7.00	4,200
17. Aggregate Base	1,000 T.	9.00	9,000
18. Asphalt Concrete	210 T.	36.00	7,560
19. Remove Existing Bridge	All	Lump Sum	5,000

Contingency = +10% \$375,840
38,000

\$413,840

(57.48/SF)

Deck Bulb-Tee Alternate

Item	Quantity & Unit	Unit Price	Total Price
1. Mobilization	All	9%	\$ 31,000
2. Clearing & Grubbing	All	Lump Sum	1,000
3. Structure Excavation	350 CY	8.00	2,800
4. Special Backfill	100 CY	18.00	1,800
5. Furnish Piledriving Equipment	All	Lump Sum	6,000
6. Furnish Steel Piling	310 LF	15.00	4,650
7. Drive Steel Piling	310 LF	2.00	620
8. Class 3300 Concrete	385 CY	225.00	86,625
9. Reinforcement	58,000 LB	.45	26,100
10. 80' Precast T-Beams	6 Ea	11,600.00	69,600
11. 120' Precast T-Beams	6 Ea	17,400.00	104,400
12. Metal Bridge Rail	460 LF	30.00	13,800
13. Type 3 Guardrail, End Pieces, Anchors	150 LF	36.00	5,400
14. Embankment	600 CY	7.00	4,200
15. Aggregate Base	1,000 T.	9.00	9,000
16. Asphalt Concrete	210 T.	36.00	7,560
17. Remove Existing Bridge	All	Lump Sum	<u>5,000</u>

Contengency = +10% \$379,555
38,000

\$417,555

(57.99/SF)

Detour

Item	Quantity & Unit	Unit Price	Total Price
1. General Excavation	1,300 CY	4.00	\$ 5,200
2. Embankment	150 CY	7.00	1,050
3. Aggregate Base	750 T.	9.00	6,750
4. Asphalt Concrete	140 T.	36.00	5,040
5. 16'x160' Temporary Br.	2,560 SF	25.00	64,000
6. Top Soil	30 CY	20.00	600
7. Traffic Signal	All	Lump Sum	10,000
8. Site Restoration	All	Lump Sum	5,000
			<u>\$ 97,640</u>

Summary

Slant-Leg Alternate	-	\$414,000
Detour	-	<u>98,000</u>
Total	-	<u>\$512,000</u>

Deck Bulb-Tee Alternate	-	\$418,000
Detour	-	<u>98,000</u>
Total	-	<u>\$516,000</u>

PROGRAM MANAGEMENT SECTION

DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐

MAR 11 1983

REFERRED TO _____
FOR _____

FILE: PM FA LG.



STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: Hal Reynoldson
Program Management

DATE: December 29, 1982

FROM: *George E. Will*
Frank E. Terpin
Location Engineer

SUBJECT: Little River (Little River Road) Bridge
Little River Road
Douglas County

Attached herewith are preliminary prospectus for the subject project.

Please note that our estimated construction costs are somewhat above those estimated by Douglas County. The most significant increase is due to the estimate for "engineering and contingencies."

Would you see if we can resolve this difference in estimates with the County to our mutual satisfaction.

GCW:PL:ge
Attachments

cc Alfred Shirley w/att.
George Wills

MANAGEMENT SECTION
DEC 30 1982
MIM

RECEIVED TO
FOR
FILE PM LA 10

PROGRAM MANAGEMENT SECTION

DHM ☐ DES ☒
SHM ☐ MJK ☐ DNH ☐

JAN 3 1983

REFERRED TO _____
FOR _____

FILE: PM FA LG.

PROJECT PROPOSAL
PART 4 - SURVEY AUTHORITY

KEY ID

SECTION

Little River (Little River Road) Bridge

REGION

3

SURVEY AUTHORITY

P.S.E. 1370

AUTHORIZATION NO
1

PREFIX

DATE

12-1-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$ 300	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT	County Funded		919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		300
906 BRIDGE DESIGN		1,000	921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		100	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		300	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		100			

TOTALS \$4,800 \$4,800

PREVIOUS AUTHORIZATION \$

ADD. AUTH. REQUIRED \$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Consultant to prepare plans, specifications and estimate at county expense.
State to review, advertise and award contract under federal aid project.
Work approved through P.S.E. Doc.

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
Phil Lowellyn	12-1-82	X	
COMMENDED REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
		X	
COMMENDED LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402

☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

PROJECT PROPOSAL PART 1 - SURVEY AUTHORITY

KEY ID:

SECTION

Little River (Little River Road) Bridge

REGION

3

SURVEY AUTHORITY

PAT A370

AUTHORIZATION NO.
1

PREFIX

DATE
12-1-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$ 300	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT	County Funded		919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		300
906 BRIDGE DESIGN		1,000	921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		100	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
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913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		100			

TOTALS \$4,800 \$4,800

PREVIOUS AUTHORIZATION \$

ADD. AUTH. REQUIRED \$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Consultant to prepare plans, specifications and estimate at county expense.
State to review, advertise and award contract under federal aid project.
Work approved through P.S.E. Doc.

PREPARED BY Phil Lowellyn	DATE 12-1-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

**END
OF
RETAKE**



PROJECT PROSPECTUS PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Little River (Little River Road) Bridge

REGION

3

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
---	---	FROM 13.65 TO 13.75	0.10
☐ URBAN	CITY	COUNTY	ROAD/STREET NAME
☒ RURAL	---	Douglas	Little River County Road #17
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	
	FAS A390	Douglas County	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	\$ 4.80	GRADING	(✓) X	FILES	(#) 0
RIGHT OF WAY <i>Easements</i>	\$ Co. Funds	PAVING	(✓) X	ACRES	(#) 0
ROADWAY	\$ 60	STRUCTURES	(✓) X	RELOCATIONS	(#) 0
STRUCTURES	\$ 400	SIGNING	(✓) --	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	\$ 0	SIGNALS	(✓) --	PRELIMINARY ENGINEERING	(S.C.A) C
ILLUMINATION	\$ 0	ILLUMINATION	(✓) --	CONSTRUCTION ENGINEERING	(S.C.A) C
TEMPORARY PROTECTION	\$ 10			RIGHT OF WAY DESCRIPTIONS	(S.C.A) --
	\$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S.C.A) --
40% ENGINEERING & CONTINGENCIES	\$ ~~190~~ 92	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	\$ ~~660~~ 562	WORK TYPE (1-12)	5	☒ CONTRACT	☐ OTHER
				☐ STATE FORCE	
				☐ CITY FORCE	
				☐ COUNTY FORCE	
TOTAL ESTIMATE	\$ ~~566.80~~				
FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	3/83	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR	
			FAS-C	1983	

RECOMMENDED PROGRAM REVISIONS

☒ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000's)
	South Myrtle Road	FAS-C		\$
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
				\$
ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM	
TRAVEL LANES (#)	2	2	The existing structure was not designed for the loadings currently using Road #17. Deterioration has further limited the safe loading and has caused the restriction of traffic to one way.	
STRUCTURES (#)	1	1		
SIGNALS (#)	0	0		
BIKE PATH (Y/N)	N	N		
AVERAGE DAILY TRAFFIC	800		PROPOSED SOLUTION	
YEAR OF AVERAGE DAILY TRAFFIC	1982		Replace existing structure with a new concrete structure.	
REQUESTED, REGION ENGINEER		DATE		
X				
APPROVED, ASST HWY ENG FOR OPERATIONS		DATE		
X				
APPROVED ASST HWY ENG FOR ADMINISTRATION		DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR
X I.S.C.		10-19-82		



PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Little River (Little River Road) Bridge

REGION

3

PROJECT JUSTIFICATION

See attached O.B.E.C. Inspection Reports

ADMINISTRATION RECOMMENDATION



PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Little River (Little River Road) Bridge

REGION

3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	A	DETOUR	A	BORROW SOURCE	N	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	C	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	0

RIGHT-OF-WAY

UTILITIES

A

(LIST BELOW)

ACQUISITIONS

RELOCATIONS

COMPANIES

Electric

SIMPLE (#)

COMPLEX (#)

BUSINESS (#)

RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON

EASEMENTS (#)

ACCESS CONTROL (Y/N)

DESIGN SPEED
55

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE WALK	BIKE PATH
0	0	0	0	1	0	0	12	0	12	0	0	1	0	0	0	0
0	0	0	0	6	0	0	12	0	12	0	0	6	0	0	0	0

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggregate base					
Asphaltic concrete					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	200	36	400,000	BRIDGE 5			
Detour BRIDGE 2	140	16	460,000	BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROPOSAL
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE
KEY ID #

SECTION

Little River Bridge Reconstruction

REGION

3

ESTIMATED RIGHT-OF-WAY IMPACTS

No change

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No change

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Reinstatement of two-way traffic

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No change

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No change

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

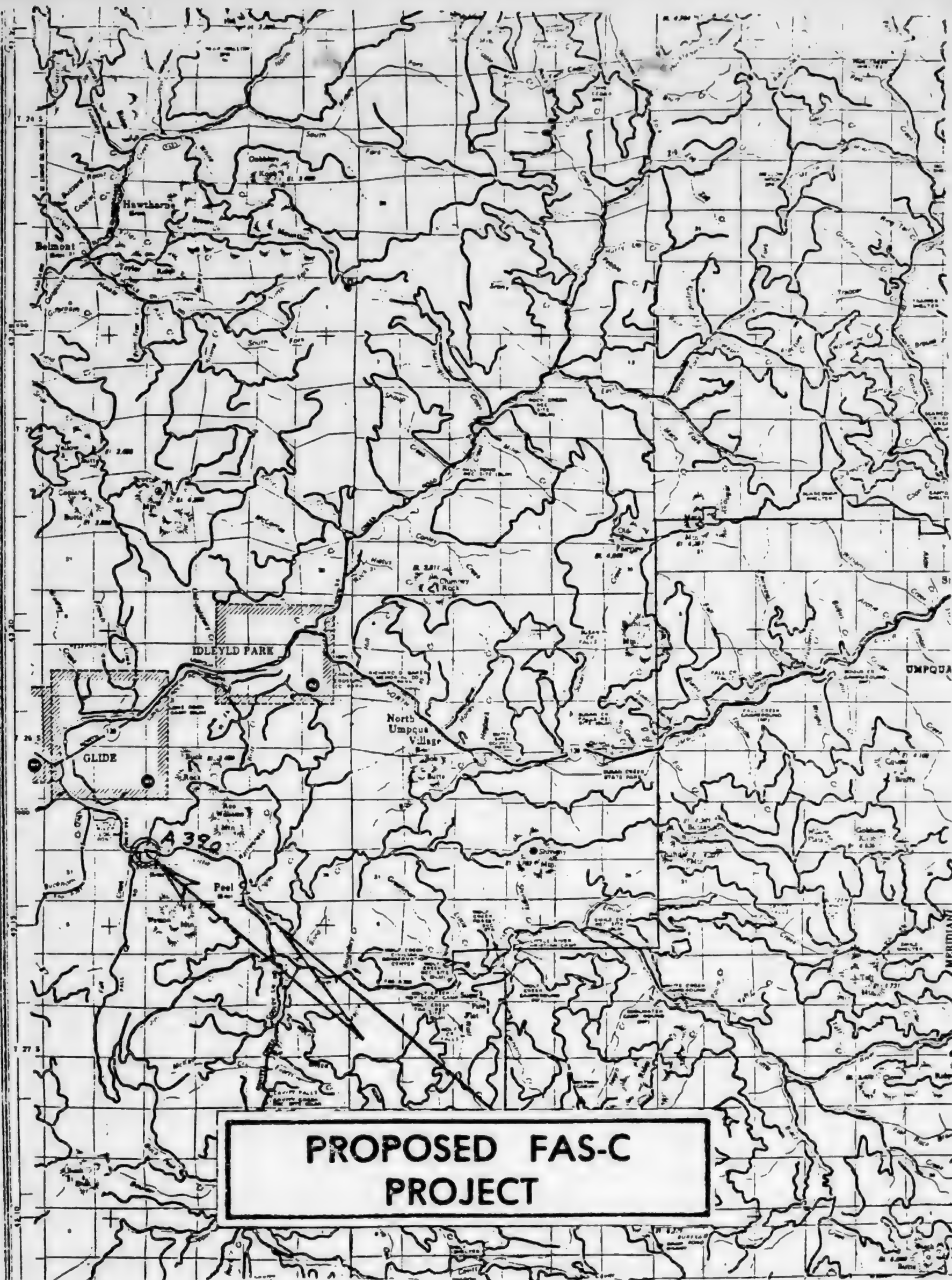
PREPARED BY

X

TELEPHONE NUMBER

440-4481

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.

RS-A390(1)

2. STATE PROJECT NO.

See below

2A. COUNTY NAME

3. FROM

Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO.
30035

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE

12-27-82

8. FEDERAL ROUTE NUMBER

Secondary A390

9. STATE ROUTE NUMBER

County Road

10. GENERAL LOCATION:

LITTLE RIVER (Little River Road) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ ACQUISITION OF RIGHT-OF-WAY salvage and utility preparatory work

☐ OTHER (Specify)

TEC \$4,800 - Federal Funds \$4,230

13. REMARKS

As requested by Mr. Swan's letter of December 17, 1982

RECEIVED STATE HWY ENGR						
DEC 29 '82						
REFER TO <i>Moehring</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

14. DATE

12-27-82

15. SIGNATURE OF APPROVING OFFICIAL

Dale E. Wilken

16. TITLE

for Division Administrator



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

X

Date: December 17, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 30035
Project No. RS-A390(1)
Little River (Little River Rd.) Br. Section
Douglas County

Attached data consists of PR-1 forms, location prospectus, and project maps for the subject project. I request authorization to proceed with preliminary engineering all phases including archeological salvage and utility preparatory work at an estimated total cost of \$4,800 with an obligation of \$4,230 in Federal funds.

CL:bks

Attachments

cc: H. Reynoldson ✓
General Files

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

December 17, 1982

MONTHLY TRANSACTION NO.		DATE SUBMITTED TO W.O.		PROJECT LOCATION (45 typewriter spaces)		REPORT NUMBER		PRESEN		FUTURE		YEAR		REGION		STATE NAME			
				Co. Rd., approx. 14 mi. N.E. of Roseburg		ADT		800		----		----		10		Oregon			
CARD 2		(19)		(20) 21															
CARD 3		CHARACTER OF PROPOSED WORK (35 typewriter spaces)		PE, & One Bridge		NATL. FOREST		FED. ROUTE NO.		HIGHWAY AGENCY		DA CLASSIF.		DA AREA		PROJECT NUMBER			
																RS- A390			
CARD		CLASS OF FEDERAL FUNDS		Rural Secondary		COUNTY NAME		Douglas		FEDERAL-AID		STATE		U.S.		COD			
										ROUTE NO. S		A390		1021 Co. Rd.		1141			
CARD 5		LINE NO.		17-31		NAME OF URBAN AREA		---		ESTIMATED PROJECT COST BY PHASES		STATE FUNDS		OTHER FUNDS					
										TOTAL ESTIMATED COST		FEDERAL FUNDS 88.15%							
1		(1418)		41		42		43		44		(54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)							
5								PE		0.1		4,800		4,230		285		285 (Co.)	
5								ROW											
5								CONST (CODE) X081		0.1		547,200		482,356		32,422		32,422	
CARD 1		CODE		1		C.L.		PROJECT TOTALS		0.1		552,000		486,586		32,707		32,707	
1		14		PROGRAM APPROVAL DATES						(116)		(123) (24)		(93)		REMARKS			

FEDERAL-AID PROGRAM DATA

December 17, 1982

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)

Co. Rd., approx. 14 mi. N.E. of Roseburg

ADT

800

REGION

10

STATE NAME

Oregon

STATE CODE

41

APPN CODE

075

ITEM NO.

30035

PROPOSED WORK (35 typewriter spaces)

One Bridge

NATL. FOREST

PI ROUTE NO.

HA CLASSIF.

OR AREA

EMERG. YR.

PL. AUTH YR.

PREFIX LETTER(S)

PROJECT NUMBER

NUMBER

SEQ. NO.

I. Projects Only

POST MI. DESIG.

RS-

A390

(1)

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Little River (Little River Rd.) Bridge Section
Project No. RS-A390(1)

Existing Facility:

Roadway ----- 20 foot bituminous surface with 5 foot gravel shoulders.
Structure --- #10C-17, 200' steel truss; 22 feet in width.

Adjacent Sections: Same as existing roadway facility.

Project Data: Work under this project consists of the following:

- 1) Preliminary engineering all phases including archeological salvage & utility preparatory work.
- 2) Remove existing structure and construct on existing alignment a 200 foot reinforced concrete bridge 36 feet in width, grade & pave approach roadways, and incidental work common to this type of project. Adjust utilities as required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: none involved.

Additional Right-of-Way: None required.

FHPM 4-1-4 Requirements: Exempt from A-95 review.

23 CFR 771 Requirements: Statewide Categorical Exclusion approved by FHWA 2-25-80.

FHPM 7-7-5 Requirements:

- a) Public Hearings-----Not required under the Oregon Action Plan.
- b) Location/Design-----Not a factor.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7785 complying with Section 116, Title 23 USC and Paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed December 7, 1982.

Note: 1) This project is in Congressional District No. 4.
2) Exception to minimum design standard for a structure width of 36 feet was approved by FHWA on October 22, 1982.



DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR

ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 440-4208

James F. Gosson, Asst. Director
JUSTICE BUILDING, ROOM 103
(503) 440-4481

W. C. "Bill" Bowne
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
(503) 440-4481

County Shop
2586 N.E. DIAMOND LAKE BLVD.
(503) 440-4268

December 15, 1982

OBEC Consulting Engineers
244 Country Club Rd.
Eugene, OR 97401

ATTN: W. A. Palmateer

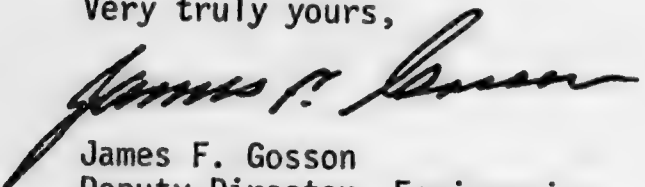
RE: Little River Bridge
County Road #17

Gentlemen:

Enclosed for your information is an executed copy of permit #3681 from the Oregon Division of State Lands.

Please review the terms and conditions of the permit and incorporate any or all that are deemed to be appropriate into the project plans and specifications.

Very truly yours,


James F. Gosson
Deputy Director, Engineering

JFG:mh

Attachment

✓xc: Jack Ayres w/attachment

Copy to: Walt Hart
Hal Reynoldson
Don Trout

Division of State Lands
1445 State Street
Salem, Oregon, 97310
Phone: 378-3059
378-3805

Perm. No. 3681
Permit Type Fill
Waterway Little River
County Douglas County
Expiration Date December 13, 1983

DOUGLAS COUNTY

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.695 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT A AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.
2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.
3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.
4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 340; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment A.
5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.
6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.
7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.
8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.
9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

Ed Zajonc, Director
Oregon Division of State Lands


Authorized Signature

December 13, 1982
Date Issued

ATTACHMENT A

Special Conditions for Material Fill Permit No. 3681

1. This permit authorizes the removal of 280 cubic yards of material, the placement of up to 535 cubic yards of material (175 cubic yards of fill for bridge approaches and 360 cubic yards for temporary fill), and the placement of rock riprap as needed in Section 32, T26S, R3W (Little River Bridge No. 17-13.7) in conjunction with bridge replacement project as outlined in the attached permit application, map and drawings.
2. The operation shall be conducted in a manner that will minimize any turbidity increase.
3. Waste materials and spoils shall be placed above the bankline.
4. Turbid waste waters from the project shall be provided adequate settling time.
5. There shall be no removal or filling in the permit area between September 15 and June 1.
6. There shall be no operation of equipment in the active flowing stream between September 15 and June 1.
7. The stream shall not be diverted from the natural bed.
8. Riprap if needed shall be placed under these conditions:
 - a. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.
 - b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.
 - c. All riprap shall be placed from above the bankline.
 - d. There shall be no operation of equipment in the water except to dig a toe trench.
9. Areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes.
10. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

December 13, 1982

Send to:

Division of State Lands
1445 State Street
Salem, Oregon 97310

FOR DIVISION USE

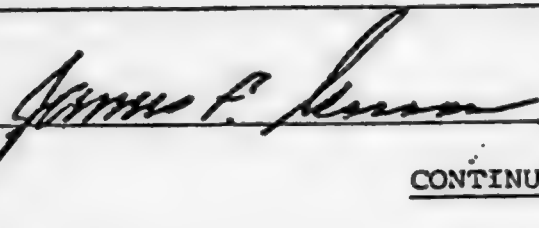
Please return by _____
Date Received _____
Permit No. FD 3681
Waterway Little River
County Douglas County

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq.)

Please Print

1. Applicant's Name Douglas County
Address Room 219, Courthouse Phone 440-4209
City Roseburg State Oregon Zip Code 97470
2. Project Supervisor's Name Kenneth Erickson, Director, Pub. Wks. Phone 440-4209
3. Property Owner's Name Douglas County
Address (See Above) Phone 440-4209
City Roseburg State Oregon Zip Code 97470
4. Waterway affected by project Little River Tributary of North Umpqua
County Douglas ^{River} Mile 2.9+ Section 32 Township 26S Range 3W
Local name for project location Little River Bridge No. 17-13.7
5. Purpose(s) of project Bridge replacement
6. Describe your proposed operation (Attach additional sheet if necessary):
Construct detour and install detour bridge and temporary fills as shown on Sheet #2.
Construct new bridge on same alignment as existing structure. Place permanent fills at
each end of new bridge as shown on Sheet #1. Remove detour bridge and temporary fills.
Restore area to its natural condition.
7. When will project start? March of 1983 (Est.) Be completed? November of 1983
8. Project will be: Removal _____ Fill _____ Combination X Riprap _____
9. Fill will consist of: rock X gravel X sand X silt _____ other _____
Removal will consist of: rock _____ gravel X sand X silt X other _____
10. Amount of Fill (cu.yds.) annually _____ total project 535 C.Y. (See remarks)
Amount of Removal (cu. yds.) annually _____ total project 280 C.Y. (See remarks)
11. Where will you place surplus materials? _____
12. What steps do you plan to take to restore the area to its natural condition?
Grading and shaping of staging areas, detour, fill slopes, and any other areas disturbed by
construction with grass seeding as required.

Signed

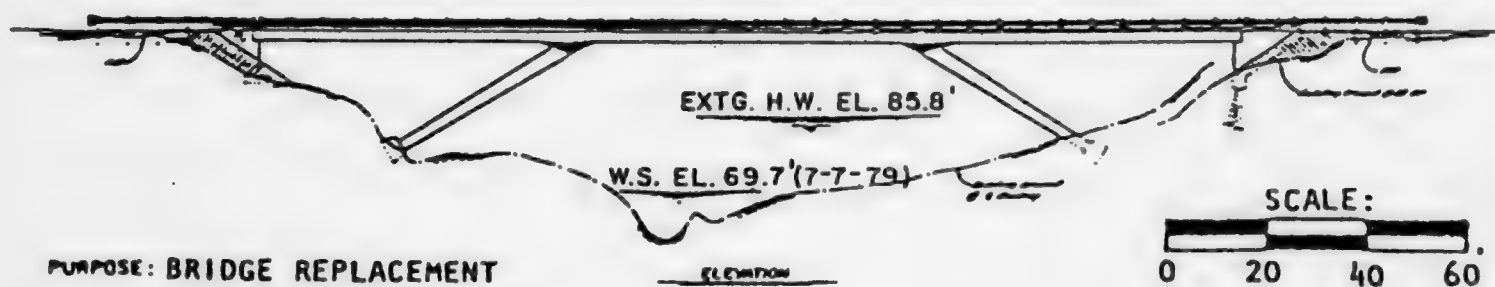
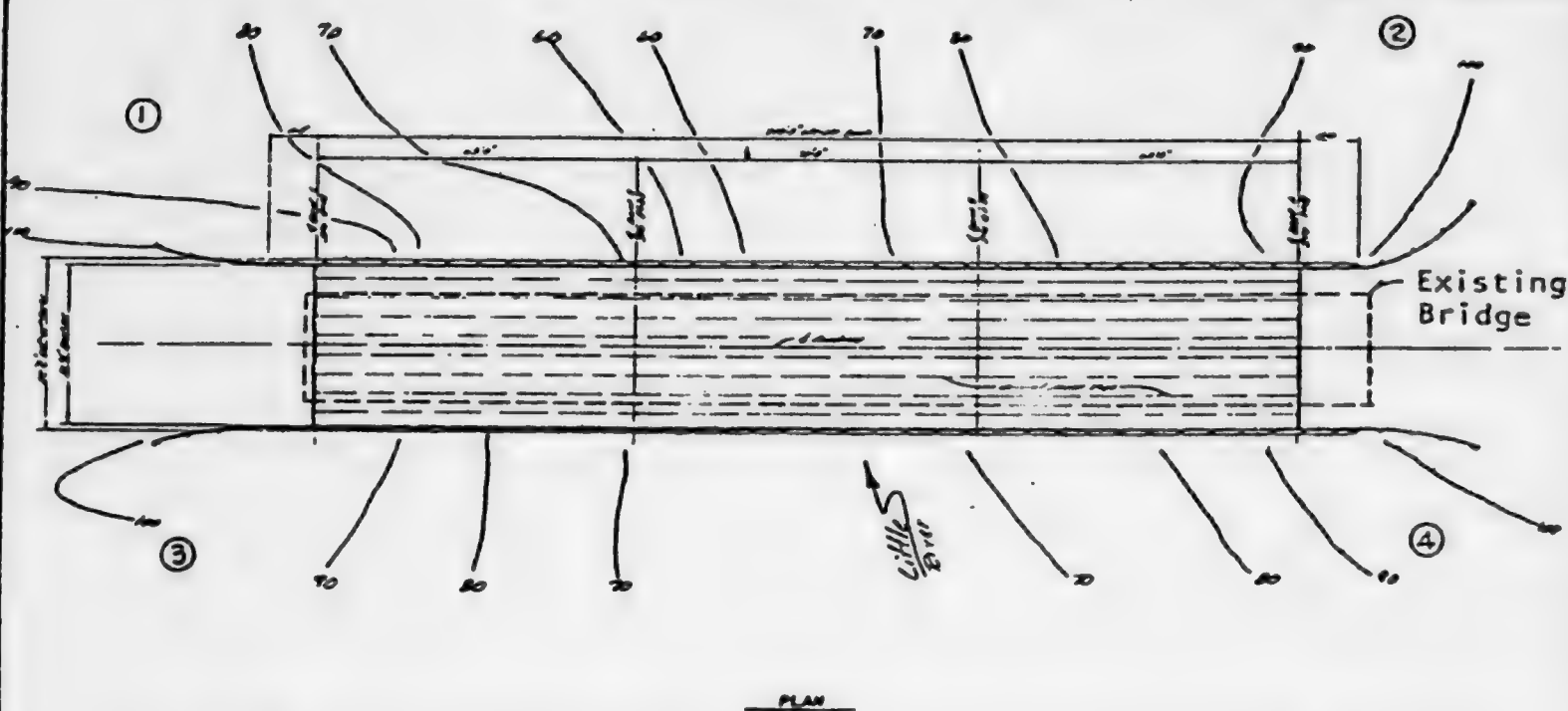
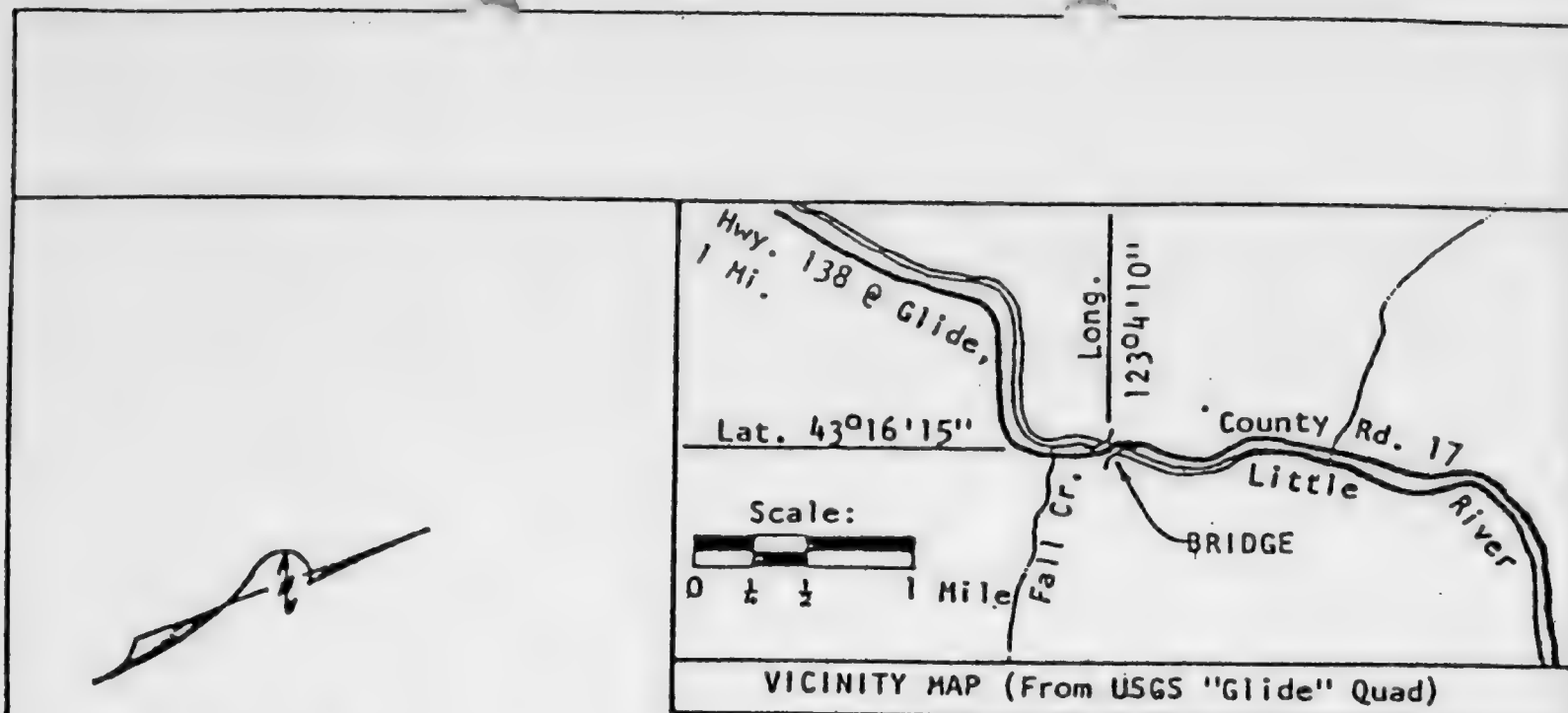

Title Asst. Director Date 10-18-82

CONTINUED ON BACK OF SHEET

13. List names and addresses of adjoining property owners.

- 1) Harvey F. & Mary H. Peeke, 402 W. Myrtlewood Court, Roseburg, Oregon 97470.
- 2) Neil C. & A. Jane Talcott, 3778 Little River Rd., Glide, Oregon 97443.
- 3) A. J. & Vera A. Standley c/o Richard A. Standley, 2929 Little River Rd., Glide, OR 97443.
- 4) Watson Talcott, 12768 N. Umpqua Highway, Roseburg, Oregon 97470.

14. Remarks: Permanent fill for new bridge approaches is 175 C.Y. Temporary fill
for detour bridge is 360 C.Y. Temporary removal (excavation for footings) is 280 C.Y.



PURPOSE: BRIDGE REPLACEMENT

DATUM ASSUMED T.B.M. = 100.0'

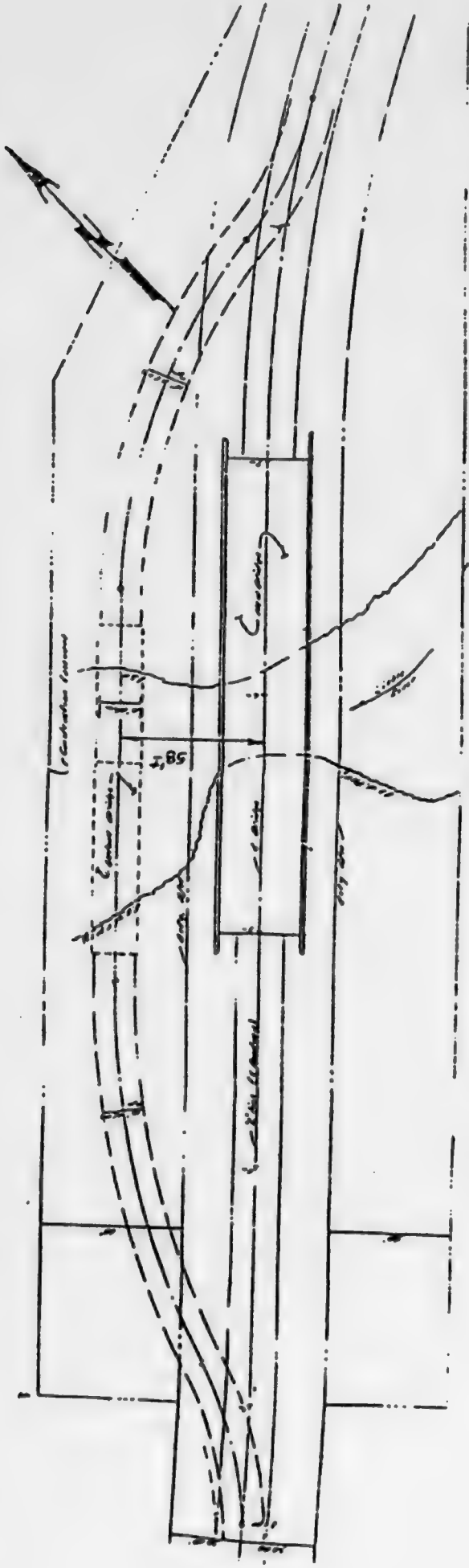
ADJACENT PROPERTY OWNERS:

- ① HARVEY F. & MARY H. PEEKE
- ② NEIL C. & JANE TALCOTT
- ③ A.J. & VERA A. STANDLEY % RICHARD STANDLEY
- ④ WATSON TALCOTT

IN LITTLE RIVER
AT GLIDE, OREGON

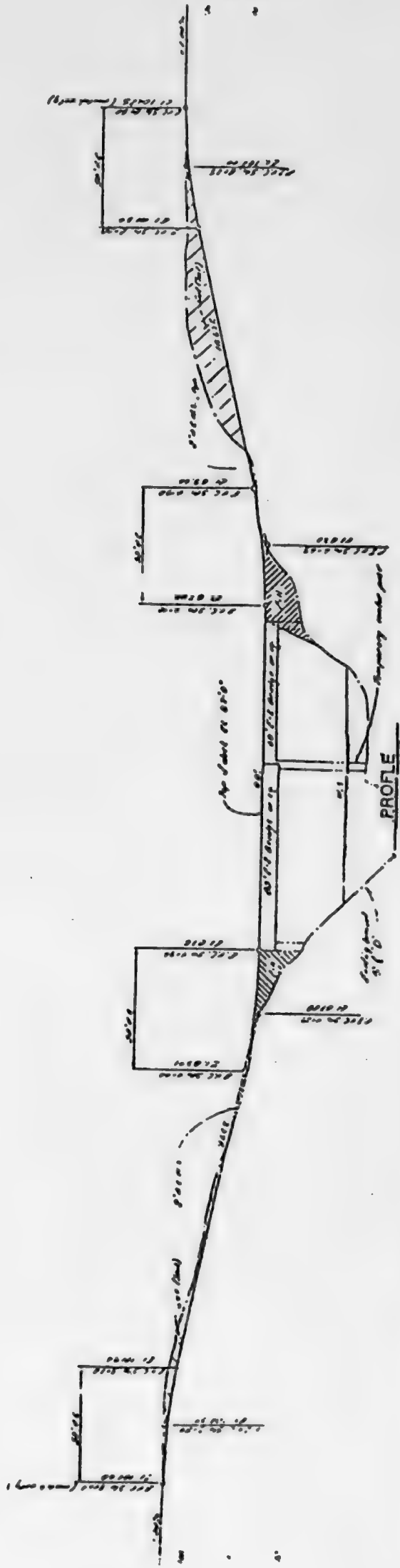
COUNTY OF DOUGLAS STATE OREGON
APPLICATION BY DOUGLAS, COUNTY

SHEET 1 OF 2 DATE 10/82



0 50 100 150
PLAN SCALE

PLAN



0 50 100 150

LITTLE RIVER
NEAR GLIDE
COUNTY OF DOUGLAS
STATE OREGON

PURPOSE: BRIDGE DETOUR

SHEET 2 OF 2

December 5, 1982

Douglas County Board of Commissioners
1036 S.E. Douglas
Roseburg, OR 97470

AGR 4-2

Attention: Doris Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 226

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Preliminary Engineering and Construction-Finance Agreement to construct the Little River (Little River Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell



PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

FAS A390A

SEE INSTRUCTIONS ON REVERSE

SECTION

Little River (Little River Road) Bridge

KEY ID#

REGION

3

Little River Road

SURVEY AUTHORITY

FAS A390

AUTHORIZATION NO.

1

PREFIX

510-1917

DATE

12-1-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$ 300	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT	County Funded		919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		300
906 BRIDGE DESIGN		1,000	921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		100	924 D.O.T.			955 RW RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		300	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		100			

RIGHT-OF-WAY PREFIX

TOTALS \$4,800 \$4,800

PREVIOUS AUTHORIZATION \$

FEDERAL AID PROJECT NUMBER

RS-A390(1)

ADD. AUTH. REQUIRED \$

LOCATION ENGINEER'S REMARKS

Consultant to prepare plans, specifications and estimate at county expense.
State to review, advertise and award contract under federal aid project.
Work approved through P.S.E. Doc.

1
2
3
4
14

NOTED

L. K. WATSON

PREPARED BY

Phil Lewellyn

DATE

12-1-82

RECOMMENDED REGION ENGINEER

DATE

X

RECOMMENDED LOCATION ENGINEER

DATE

X

APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS

DATE

1/6/83

APPROVED ASST. HIGHWAY ENGINEER FOR TECH. SERVICES

DATE

1/5/83

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

12-27-92



PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Little River (Little River Road) Bridge				REGION 3	
STATE HIGHWAY # ---	HIGHWAY NAME ---	MILE POST FROM 13.65 TO 13.75		LENGTH 0.10	
☐ URBAN ☒ RURAL	CITY ---	COUNTY Douglas	ROAD/STREET NAME Little River County Road #17		
ROUTE #	FEDERAL AID # FAS A390	APPLICANT (IF OTHER THAN STATE) Douglas County			
COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	\$ 4.80	GRADING	(✓) X	FILES	(#) 0
RIGHT OF WAY Easements	\$ Co. Funds	PAVING	(✓) X	ACRES	(#) 0
ROADWAY	\$ 60	STRUCTURES	(✓) X	RELOCATIONS	(#) 0
STRUCTURES	\$ 400	SIGNING	(✓) --	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	\$ 0	SIGNALS	(✓) --	PRELIMINARY ENGINEERING	(S,C,A) C
ILLUMINATION	\$ 0	ILLUMINATION	(✓) --	CONSTRUCTION ENGINEERING	(S,C,A) C
TEMPORARY PROTECTION	\$ 10			RIGHT OF WAY DESCRIPTIONS	(S,C,A) --
	\$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A) --
40% ENGINEERING & CONTINGENCIES	\$ 190 92	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	\$ 660 562	WORK TYPE (1-12)	5	☒ CONTRACT	☐ OTHER
TOTAL ESTIMATE	\$ 566.80			☐ STATE FORCE	
				☐ CITY FORCE	
				☐ COUNTY FORCE	
FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/83	RECOMMENDED FUNDING SOURCE FAS-C		RECOMMENDED PROGRAM YEAR 1983	

RECOMMENDED PROGRAM REVISIONS

☒ POSTPONE ☐ CANCEL	SECTION South Myrtle Road	FUNDS FAS-C	CUR. YR.	ESTIMATE (000 s) \$
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) \$
ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM	
TRAVEL LANES (#)	2	2	The existing structure was not designed for the loadings currently using Road #17. Deterioration has further limited the safe loading and has caused the restriction of traffic to one way.	
STRUCTURES (#)	1	1		
SIGNALS (#)	0	0		
BIKE PATH (Y/N)	N	N		
AVERAGE DAILY TRAFFIC	800		PROPOSED SOLUTION	
YEAR OF AVERAGE DAILY TRAFFIC	1982		Replace existing structure with a new concrete structure.	
REQUESTED, REGION ENGINEER		DATE		
X APPROVED, ASST HWY. ENG. FOR OPERATIONS		DATE		
X APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION		DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR
X H.S.C.		10-19-82		FUNDING



PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Little River (Little River Road) Bridge

REGION

3

PROJECT JUSTIFICATION

See attached O.B.E.C. Inspection Reports

ADMINISTRATION RECOMMENDATION



PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Little River (Little River Road) Bridge

REGION

3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	A	DETOUR	A	BORROW SOURCE	N	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	C	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) 0 NEW (#) 0	

RIGHT-OF-WAY

UTILITIES

A

(LIST BELOW)

ACQUISITIONS

RELOCATIONS

COMPANIES

Electric

SIMPLE (#)

COMPLEX (#)

BUSINESS (#)

RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON

EASEMENTS (#)

ACCESS CONTROL (Y/N)

DESIGN SPEED
55

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
-----------	-----------	-----------	---------	----------	--------	--------	--------	--------	--------	--------	--------	----------	---------	-----------	-----------	-----------

EXISTING

0	0	0	0	1	0	0	12	0	12	0	0	1	0	0	0	0
0	0	0	0	6	0	0	12	0	12	0	0	6	0	0	0	0

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggregate base					
Asphaltic concrete					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	200	36	400,000	BRIDGE 5			
Detour BRIDGE 2	140	16		BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

George E. Hill
Location Engineer
Date 11/4/83



PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION

Little River Bridge Reconstruction

KEY ID #

REGION

3

ESTIMATED RIGHT-OF-WAY IMPACTS

No change

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No change

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Reinstatement of two-way traffic

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No change

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No change

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY

X

James L. Brown

TELEPHONE NUMBER

440-4481

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE



REPORT OF ACTION UNDER DELEGATED AUTHORITY
BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, SOS, HBR, and FAI-X), I approved the following:

<u>SECTION & JURISDICTION</u>	<u>TOTAL EST. COST</u>	<u>FEDERAL FUNDS</u>	<u>STATE SHARE</u>	<u>LOCAL GOVT. FUNDS</u>	<u>APPROVAL DATE</u>
<u>HBR PROJECTS</u>					
Crooked River (Conant Basin Rd.) Bridge No. 13C32 Crook County	\$ 129,000	\$ 103,200	\$ ---	\$ 25,800	9-22-82
Trout Creek (Clemens Rd.) Bridge No. 31C53 Jefferson County	115,000	92,000	---	23,000	9-22-82
<u>FAI-X PROJECT</u>					
SW 60th Ave.-SW 30th Ave., SW Vermont St. City of Portland	1,214,000	1,031,900	---	182,100	11-3-82
<u>FAS-C PROJECTS</u>					
Berry Stockway (Smith River Road) Bridge Douglas County	96,400	84,800	5,800	5,800	10-19-82
Eslick Creek (Smith River Road) Bridge Douglas County	156,400	137,600	9,400	9,400	10-19-82
Noel Creek (Smith River Road) Bridge Douglas County	144,600	127,200	8,700	8,700	10-19-82
Staveland Stockway (Smith River Road) Bridge Douglas County	48,000	42,200	2,900	2,900	10-19-82
Little River (Little River Road) Bridge Douglas County	552,000	485,800	33,100	33,100	10-19-82

November 4, 1982

H. S. Coulter
H. S. Coulter, P.E.
State Highway Engineer

11-5
to
orig. [unclear]
[unclear]
[unclear]



STATE OF OREGON

PRO 6

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: Harold Reynoldson
Project Management

DATE: November 1, 1982

FROM: Jack Ayres *JA*
Region Federal Aid Specialist

SUBJECT: Replacement FAS-C Project for S. Myrtle Road
Douglas County

Attached is a revised proposal by Douglas County for the replacement of five deficient bridges within the county. It is proposed that preliminary engineering for the design portion of these bridges will be performed by OBEC with the county picking up the design costs. This buys them a considerable amount of time required to qualify a consultant.

Our preliminary engineering costs will be for plans approval, specifications approval and preparation for bid.

The county wishes to go to contract sometime early next spring. They wish to award two separate contracts. The first for Noel Creek Bridge, Eslick Creek Bridge, Berry Stockway and Staveland Stockway. If adequate funding remains from bid prices on these structures, the county will immediately go to bid with the Little River Bridge project. If only a small amount of money is required, the county may elect to pick up any difference not covered by FAS-C funds with their own money.

We will be preparing a prospectus and authority for survey early next week.

ja/cp

cc: Walt Hart
G. Potter
F. Morrison
R. Busey
Phil Lewelyn
Jack Sullivan

*Mainor has changed agreements
to satisfy county's request.*



**DOUGLAS
COUNTY**

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR

ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 440-4208

James F. Gosson, Asst. Director
JUSTICE BUILDING, ROOM 103
(503) 440-4481

W. C. "Bill" Bowne
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
(503) 440-4481

County Shop
2506 N.E. DIAMOND LAKE BLVD.
(503) 440-4268

October 25, 1982

Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

ATTENTION: Mr. Jack Ayres

SUBJECT: FASC Request Change

Dear Jack:

In response to our recent discussion, Douglas County would like to delete the Johnson Creek structure on Road #48A from its request. This then will leave the following structures as being contemplated for replacement under the FASC program:

Structure	Est. Const. Costs	Est. Const. Eng. & Cont. Adm.	Est. Total Costs
Noel Creek Bridge	\$ 120,000	\$ 15,000	\$ 135,000
Eslick Creek Bridge	130,000	16,000	146,000
Berry Stockway	80,000	10,000	90,000
Staveland Stockway	40,000	5,000	45,000
Little River Bridge	460,000	92,000	552,000
		TOTAL	\$ 968,000

The County would prefer to establish the completion dates for both contracts around the 1st - 15th of November, 1983.

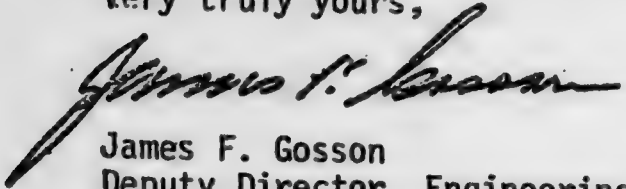
As the total cost is expected to exceed the funding available, the County is planning to pay the difference as discussed in my letter to you of September 24, 1982.

Preliminary engineering for Noel Creek Bridge, Berry Stockway and Little River Bridge are approximately 95% complete. Eslick Creek Bridge and Staveland Stockway are 20% and 10% complete, respectively. Douglas County intends to complete the remaining preliminary engineering with its budgeted funds.

Therefore, preliminary engineering for these five structures would not be a component of the interagency agreement.

If you should have any questions, please give me a call.

Very truly yours,



James F. Gosson
Deputy Director, Engineering
Dept. of Public Works

JFG:s1

xc: K. L. Erickson w/attachment
Warren Poland w/attachment

FEDERAL AID PROJECT REQUEST

Applicant Agency Douglas County Date 9-24-82
 Request for: Off-System , FAS-C X, FAUS Project
 Federal Aid Route No. A 390 Route Name Little River Road #17
 Project Name Little River Bridge Reconstruction

Project Length 0.10 mile Project Location (Attach sketch map)
 Project Description Replacement of a failing steel structure with a concrete structure.

Average Daily Traffic 800 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 26' Travel Lanes (2) 12' each Shoulders 1' gravel
 Medians none Parking none
 Sidewalks none
 Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 30' Travel Lanes (2) 12' each Shoulders 1' paved - 2' gravel
 Medians None Parking none
 Curbed N/A Length Curb Radii N/A
 Sidewalk/Bikeway N/A
 Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes No X

3. Will additional right-of-way be needed? Yes No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None
Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks _____

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type _____
Remarks _____

V. STRUCTURE DATA

1. Existing Structure:

Location Road #17 @ M.P. 13.25
Type Steel truss
Approach Roadway Width 26' Shoulder Width 1' gravel
Length 200 Width 22'
To remain in place? No

2. Proposed Structure:

Location Same
Approximate Size: Length 200' Width 36'-0

Are sidewalk/bikeways desired: None

Are any utilities to be attached to structure? Power cable

Are provisions for illumination desired? None

Are there any unusual or complicating conditions? None

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____

Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. <u>Citizen Involvement</u>	<u>Douglas County Department of Public Works</u>
	Office
2. <u>Environmental</u>	_____
	Office
3. <u>Public Hearing</u>	_____
	Office

Remarks Office of the Director (440-4208).

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State _____ Consultant X

2. Project construction engineering to be performed by:

Applicant _____ State _____ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes _____ No X

If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	\$ 60,000
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
Structures	400,000
Railroad	_____
Other <u>CONSTRUCTION ENG.</u>	<u>55,000</u>
Preliminary engineering	<u>N/A</u>

PROJECT TOTAL \$ 515,000

Remarks CONTINGENCIES ARE AN ADDITIONAL \$37,000
(8%)

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or DEUCELS COUNTY

By _____

By WILLIAM F. JAMES

By _____

By _____

By _____

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section Little River Bridge
Highway Little River (FAS 390)
County Douglas
Region 3

Date East of
City Glide Hwy. No.
Begin M.P. 12.75 Length 0.10
Program Estimate
Funding Source FAS-C

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Replacement of an old steel truss bridge which has inadequate load bearing capacity because of extensive deterioration and higher than anticipated design loadings.

C. Recommended Project Classification:

Project Class

I
X II
III

Documentation

Draft and Final EIS
Categorical Exclusion
Environmental Assessment

Other Documentation:

Wetlands Finding
Cultural Resource Survey
Section 106 Procedures

Noise Study Report
Indirect Source Construction Permit
Section 4(f) Determination

Basis for Recommended Classification:
Replacement of an existing bridge.

D. Descriptions:

Number of Traffic Lanes

Median (Yes/No)

Shoulders (Yes/No, Paved/Gravel)

Average Daily Traffic (Volume and Year)

Alignment (New, Combined, Existing)

Speeds (Posted and Estimated)

Existing Facility

1
No
1' gravel
800 - 1980
Existing
35 (est.)

Proposed Facility

2
No
1' paved - 2' gravel
Same
Existing
55 (est.)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	<u>0.05</u>
Estimated Number of Parcels	<u>2</u>
Residential Relocation (No.)	<u>None</u>
Business Relocation (No.)	<u>None</u>

Describe:

2. Estimated Impact on Land Use:

No change from existing impact through the bridge replacement.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No change, other than reopening the second lane and increased safety through increasing the load limits.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No change

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

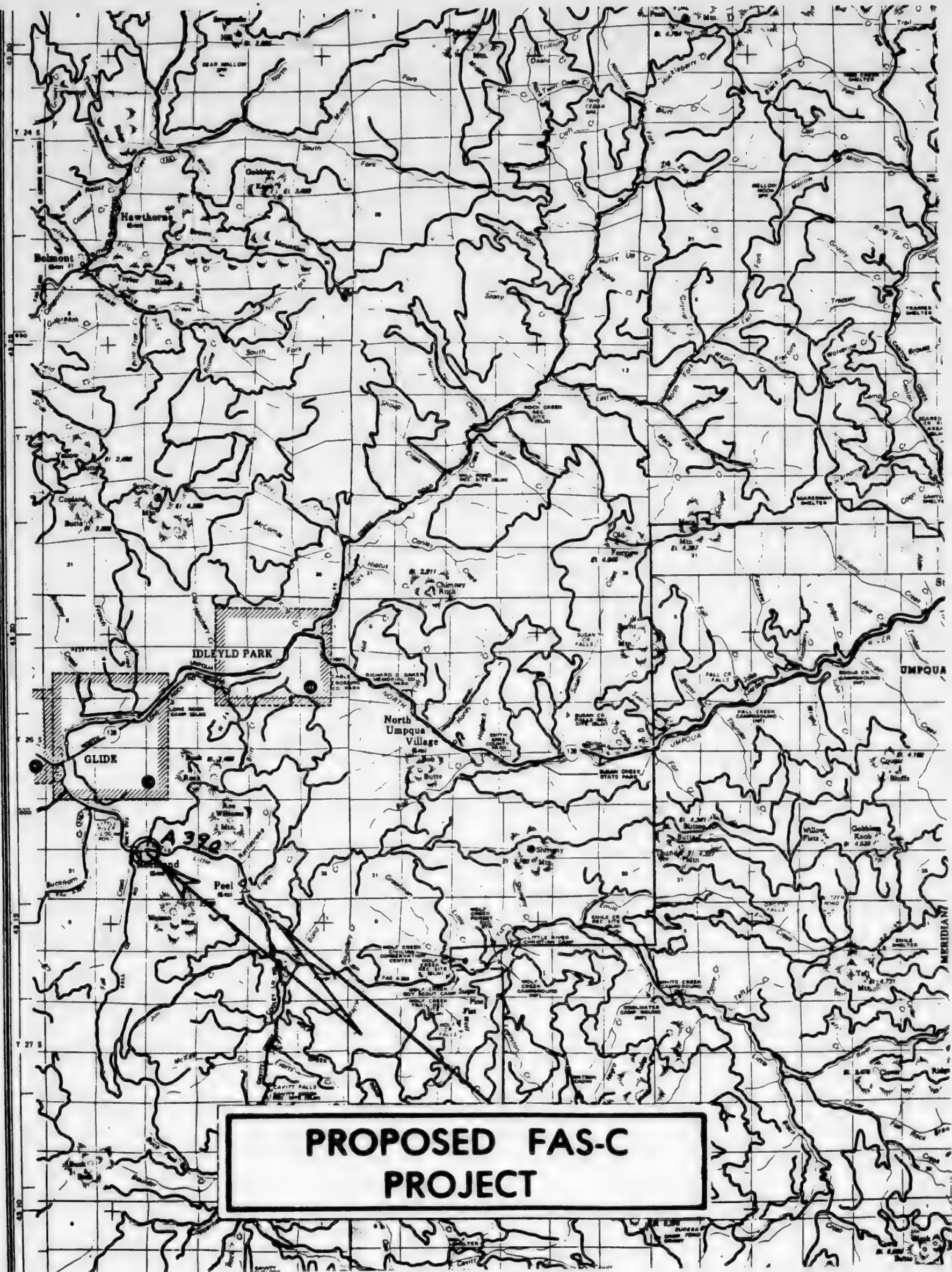
No change

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number:

James P. Larson 440-4481



**PROPOSED FAS-C
PROJECT**



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A390(-)
Little River (Little River Rd.) Br. Section
Douglas County

Date October 22, 1982

From: Division Administrator

Reply to
Attn. of. HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Swan's October 18, 1982 letter indicates the County has requested approval to reduce the roadway width on the subje^t new structure from 40 feet to 36 feet because:

- 1) The roadway extending from the bridge in either direction has a top width of 26 feet.
- 2) This section of roadway is in mountainous terrain.
- 3) The County has no plans to widen the roadway on either side of this location, and a wide bridge would appear wasteful.

For the above reasons this office concurs that it would be in the public interest to reduce the roadway width of the structure to 36 feet.

G.K. Hassner
Dale E. Wilken

cc:
OSHD (D Swan)

cc. Cliff Lamm
Walt Hall
Frank [unclear]
Lyle [unclear]
Jack Sullivan
Sara [unclear]

RECEIVED STATE HWY ENGR						
OCT 25 '82						
REFER TO <i>Nothing</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					X	

PROGRAM MANAGEMENT SECTION
DHM ☒ DES ☒
SHM ☐ MJK ☐ DNH ☐

OCT 26 1982

REFERRED TO _____
FOR _____

FILE: PM FA LG.



STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION

ACC

TO:

H. S. Coulter
State Highway Engineer

DATE: October 18, 1982

FROM:

Robert N. Bothman
Assistant State Highway Engineer

SUBJECT:

FAS-C Project
Little River (Little River Rd.) Br. Section
FAS-A390
Douglas County

Douglas County has requested a project to replace the Little River Bridge on the Little River Road - FAS-A390. The new structure is to be approximately 200 feet long with a roadway 36 feet wide. No additional R/W is necessary. Engineering by Consultant.

<u>JURISDICTION</u>	<u>SECTION</u>	<u>TOTAL FUNDS</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
Douglas Co.	Little River (Little River Rd.) Bridge Section, FAS-A390 Structure	\$552,000	\$485,810	\$33,100	\$33,100

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

State Highway Engineer

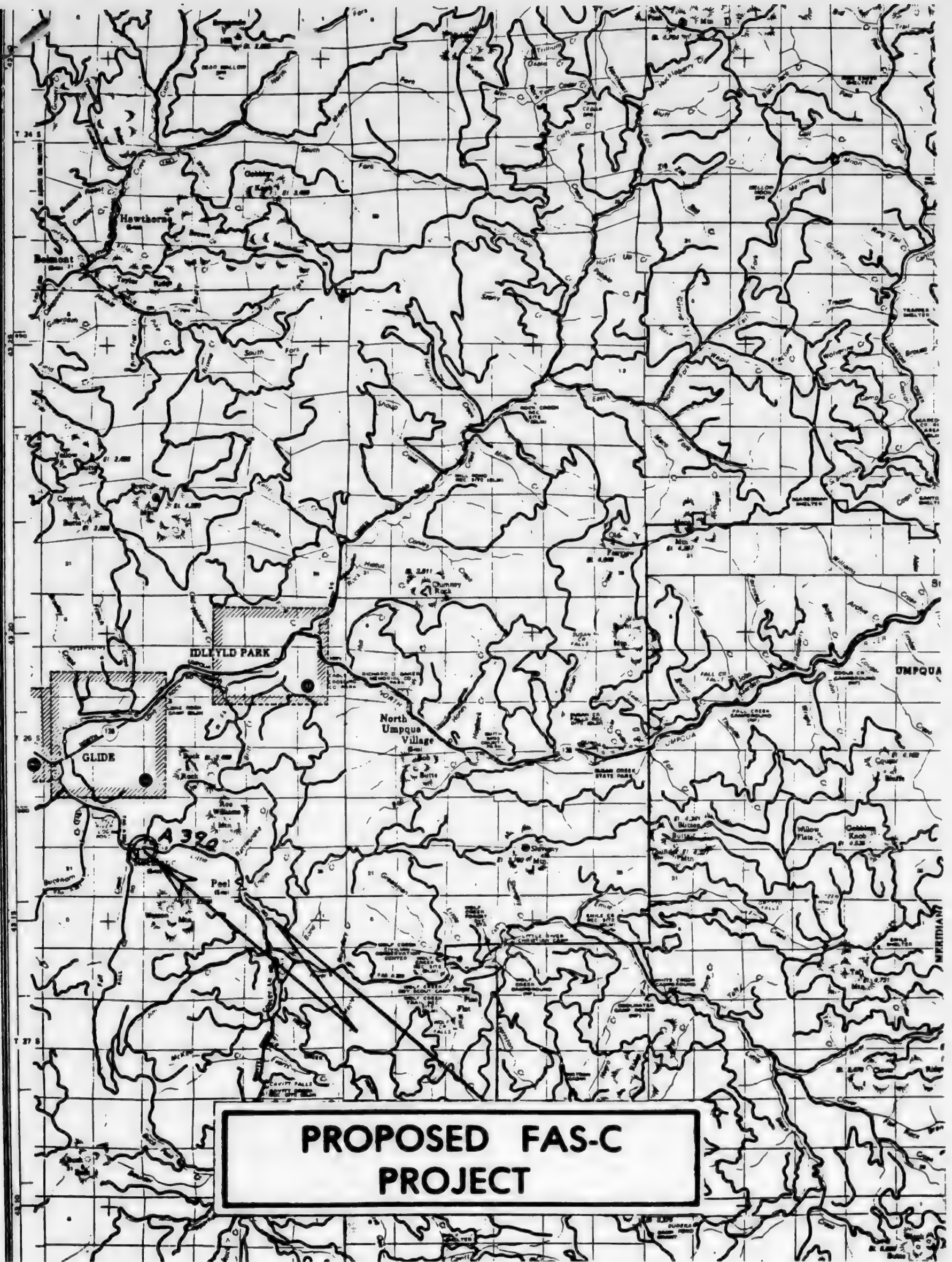
Date

10/19/82

D. E. Swan - Please Program & Update PMS.
Fred Miller
L. W. Rulien
R. N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
D. H. Hoehring
C. T. Keasey
George Bell
J. H. Versteeg
L. E. George

F. E. Terpin
W. J. Hart
Roger Trygstad
Don Adams
J. Sullivan
John Scofield
George Wills
Phil Lewellyn
Frank Lowe
Region 3:
A. Shirley
Jack Ayres
Neil Flanagan

10-19
to
10-19
10-19
10-19





U.S. Department
of Transportation

Federal Highway
Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject Oregon Project RS-A409(-)
Noel Creek, Eslick Creek,
Staveland Stockway and Berry
Stockway Bridges on Smith River Road

Date October 18, 1982

From Division Administrator

Reply to
Attn of HFO.3-OR

To Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Swan's October 11 letter indicated that Douglas County has requested that a deviation from AASHTO Standards be approved for the subject structures. The letter indicates the County feels that it is in the public interest to reduce the roadway width on each bridge from 34 feet to 32 feet because:

- 1) The roadway between and beyond the bridges is only 26 feet wide, and the County has no plans for widening.
- 2) This section of roadway goes through mountainous terrain.
- 3) To widen the roadway in this area would be very costly.

While we concur with the County that a structure roadway width of 32 feet is adequate for this road system it would be helpful if the State would include their recommendation with all future requests.


Dale E. Wilken

cc:
OSHD (D E Swan)

C.C. Cliff Leux
Walt Hart
FRANK Terpin
Lyle Watson
Jack Sullivan
Jack Hyres

C&A#7784
Agreement to typist 10-25-82.
mct

SCRAM MANAGEMENT SECTION
DHM ☐ DES ☒
SAM ☐ LUK ☐ DHT ☐
OCT 19 1982

REFERRED TO _____
FOR _____
FILE: PM PA LG.

October 18, 1982

TO: Dale L. Wilken, Division Administrator
Federal Highway Administration

Attn: Mr. Wally Bryant
Area Engineer

FROM: D. L. Swan, P.E.
Program Control Engineer

SUBJECT: Deviation from Standards
FAS-C Project
Little River (Little River Road) Br. Sec.
FAS-A390
Douglas County

Douglas County is requesting a deviation from standards for the roadway width on the proposed Little River bridge. The ABT at this location is 800, for which the standard width is 40 feet. The County feels that it is in the public interest to reduce the roadway on this new structure from 40 feet to 36 feet because:

1. The roadway extending from the bridge in either direction has a top width of 26 feet.
2. This section of roadway is in mountainous terrain.
3. The County has no plans to widen the road on either side of this location, and a wide bridge would appear wasteful.

Your consideration and concurrence is requested.

HR:pf



PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Little River Bridge Reconstruction		KEY ID #	
STATE HIGHWAY #	HIGHWAY NAME Little River Road #17	MILE POST FROM 13.25 TO 13.35	LENGTH 0.10
☐ URBAN ☒ RURAL	CITY	COUNTY Douglas	ROAD/STREET NAME Little River Road #17
ROUTE #	FEDERAL AID # 390	APPLICANT (IF OTHER THAN STATE) Douglas County	
COST ESTIMATES (000's)		PROJECT DATA	
PRELIMINARY ENGINEERING	\$ N/A	GRADING	(✓) X
RIGHT OF WAY	\$ N/A	PAVING	(✓) X
ROADWAY	\$ 60,000	STRUCTURES	(✓) X
STRUCTURES	\$ 400,000	SIGNING	(✓)
SIGNALS	\$	SIGNALS	(✓)
ILLUMINATION	\$	ILLUMINATION	(✓)
TEMPORARY PROTECTION	\$	ENVIRONMENTAL CLASS (1,2,3)	2
40% ENGINEERING & CONTINGENCIES	\$ 92,000	DESIGN CATEGORY (1-7)	7
TOTAL CONSTRUCTION	\$ 552,000	WORK TYPE (1-12)	5
TOTAL ESTIMATE	\$ 552,000		
FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 / 83	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR 1983
RECOMMENDED PROGRAM REVISIONS			
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR. ESTIMATE (000's) \$
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR. ESTIMATE (000's) \$
ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM
TRAVEL LANES (#)	2	2	The existing structure was not designed for the loadings currently using Road #17. Deterioration has further limited the safe loading and has caused the restriction of traffic to one way.
STRUCTURES (#)	1	1	
SIGNALS (#)	0	0	
BIKE PATH (Y/N)	N	N	
AVERAGE DAILY TRAFFIC	800		PROPOSED SOLUTION
YEAR OF AVERAGE DAILY TRAFFIC	1982		Replace the structure with a new concrete structure.
REQUESTED REGION ENGINEER X		DATE	
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X		DATE	
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X		DATE	
		TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR
		FUNDING	



PROJECT PROSPECTUS
PART 1 -- PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Little River Bridge Reconstruction

KEY ID #

REGION 3

PROJECT JUSTIFICATION

See attached O.B.E.C. bridge inspection reports.

ADMINISTRATIVE RECOMMENDATION



PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND TCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Little River Bridge Reconstruction

REGION

3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A-95		SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	A	DETOUR	A	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	C	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	N
----------------------	--	---------------	--	----------------------	---

UTILITIES (LIST BELOW)

COMPANIES

DESIGN SPEED
55

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
--	--	--	--	1	--	--	12	0	12	--	--	1	--	--	--	--
--	--	--	--	3	--	--	12	0	12	--	--	3	--	--	--	--

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggregate base					
Asphaltic concrete					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	200	36	\$460,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			



PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION

Little River Bridge Reconstruction

KEY ID #

REGION

3

ESTIMATED RIGHT-OF-WAY IMPACTS

No change

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No change

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Reinstatement of two-way traffic

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No change

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No change

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY

X

TELEPHONE NUMBER

440-4481

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE



PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION

Little River Bridge Reconstruction

KEY ID#

REGION

3

SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 RW RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS

\$

\$

RIGHT-OF-WAY PREFIX

PREVIOUS AUTHORIZATION

\$

FEDERAL AID PROJECT NUMBER

ADD. AUTH. REQUIRED

\$

LOCATION ENGINEER'S REMARKS

PREPARED BY

DATE

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS

DATE

RECOMMENDED, REGION ENGINEER

DATE

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES

DATE

RECOMMENDED, LOCATION ENGINEER

DATE

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE



STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Jack Ayres
Region 3 Federal Aid Specialist

DATE: October 11, 1982

FROM: D. E. Swan *[Signature]*
Program Control Engineer

SUBJECT: Douglas County FAS-C Projects

Douglas County in their letter to you dated September 24, 1982 indicated that they think they will have \$1,012,000 in Federal funds for their projects. It appears that they included the 1984 allocation which is one year too many. In our letter to Mr. Kenneth Erickson dated March 25, 1982 we informed him that the County had \$497,500 in Federal funds for construction. After that they received the 1982 allocation, \$202,600, making a total of \$700,100 in Federal funds. If this year's allocation is the same as last year they should receive another \$202,600 making a total of \$902,700 in Federal funds.

In summary: Funds remaining in 1981 - \$497,500
1982 - 202,600
 \$700,100
1983 - 202,600 (Yet to come)
 \$902,700

Johnson Creek (N. Fork Smith River Rd.) Bridge is not on the FAS-C system. What does the County wish us to do.

HR:pf

ROSEBURG REGION				
RECEIVED				
OCT 13 1982				
RE	RME	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
GEO.	FAE	RBI	ATE	AA

PROGRAM MANAGEMENT SECTION

DHM ☐ DES ☒
SHM ☐ MJK ☐ DNH ☐

NOV 2 1982

REFERRED TO _____
FOR _____

FILE: PM FA LG.

FEDERAL AID PROJECT REQUEST

Date 9-24-82

Applicant Agency Douglas County
 Request for: Off-System, FAS-C X, FAUS Project
 Federal Aid Route No. A 390 Route Name Little River Road #17
 Project Name Little River Bridge Reconstruction

Project Length 0.10 mile Project Location (Attach sketch map) 
 Project Description Replacement of a failing steel structure with a concrete structure.

Average Daily Traffic 800 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 26' Travel Lanes (2) 12' each Shoulders 1' gravel
 Medians none Parking none
 Sidewalks none
 Remarks _____

2. Desired Roadway Cross Section: (Attach sketch)

Width 30' Travel Lanes (2) 12' each Shoulders 1' paved - 2' gravel
 Medians None Parking none
 Curbed N/A Length Curb Radii N/A
 Sidewalk/Bikeway N/A
 Remarks _____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes _____ No X

3. Will additional right-of-way be needed? Yes _____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____

Remarks _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type _____

Phases _____

Type of Suspension _____

Interconnected _____

Remarks _____

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type _____

Remarks _____

V. STRUCTURE DATA

1. Existing Structure:

Location Road #17 @ M.P. 13.25

Type Steel truss

Approach Roadway Width 26' Shoulder Width 1' gravel

Length 200 Width 22'

To remain in place? No

2. Proposed Structure:

Location Same

Approximate Size: Length 200' Width 36'-0

Are sidewalk/bikeways desired: None

Are any utilities to be attached to structure? Power cable

Are provisions for illumination desired? None

Are there any unusual or complicating conditions? None

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____

Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. <u>Citizen Involvement</u>	<u>Douglas County Department of Public Works</u>
	Office
2. <u>Environmental</u>	_____
	Office
3. <u>Public Hearing</u>	_____
	Office

Remarks Office of the Director (440-4208).

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State _____ Consultant X

2. Project construction engineering to be performed by:

Applicant _____ State _____ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes _____ No X

If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	\$ 60,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	400,000
Railroad	
Other <u>CONSTRUCTION ENG.</u>	<u>55,000</u>
Preliminary engineering	<u>N/A</u>

PROJECT TOTAL \$ 515,000

Remarks CONTINGENCIES ARE AN ADDITIONAL \$37,000
(8%)

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or DOUGLAS COUNTY

By _____

By [Signature]

By _____

By _____

By _____

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section Little River Bridge
Highway Little River (FAS 390)
County Douglas
Region 3

Date East of
City Glide Hwy. No.
Begin M.P. 12.75 Length 0.10
Program Estimate
Funding Source FAS-C

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Replacement of an old steel truss bridge which has inadequate load bearing capacity because of extensive deterioration and higher than anticipated design loadings.

C. Recommended Project Classification:

Project Class

I
X II
III

Documentation

Draft and Final EIS
Categorical Exclusion
Environmental Assessment

Other Documentation:

Wetlands Finding
Cultural Resource Survey
Section 106 Procedures

Noise Study Report
Indirect Source Construction Permit
Section 4(f) Determination

Basis for Recommended Classification:
Replacement of an existing bridge.

D. Descriptions:

Number of Traffic Lanes

Median (Yes/No)

Shoulders (Yes/No, Paved/Gravel)

Average Daily Traffic (Volume and Year)

Alignment (New, Combined, Existing)

Speeds (Posted and Estimated)

Existing Facility

1

No

1' gravel

800 - 1980

Existing

35 (est.)

Proposed Facility

2

No

1' paved - 2' gravel

Same

Existing

55 (est.)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	<u>0.05</u>
Estimated Number of Parcels	<u>2</u>
Residential Relocation (No.)	<u>None</u>
Business Relocation (No.)	<u>None</u>

Describe:

2. Estimated Impact on Land Use:

No change from existing impact through the bridge replacement.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No change, other than reopening the second lane and increased safety through increasing the load limits.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No change

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

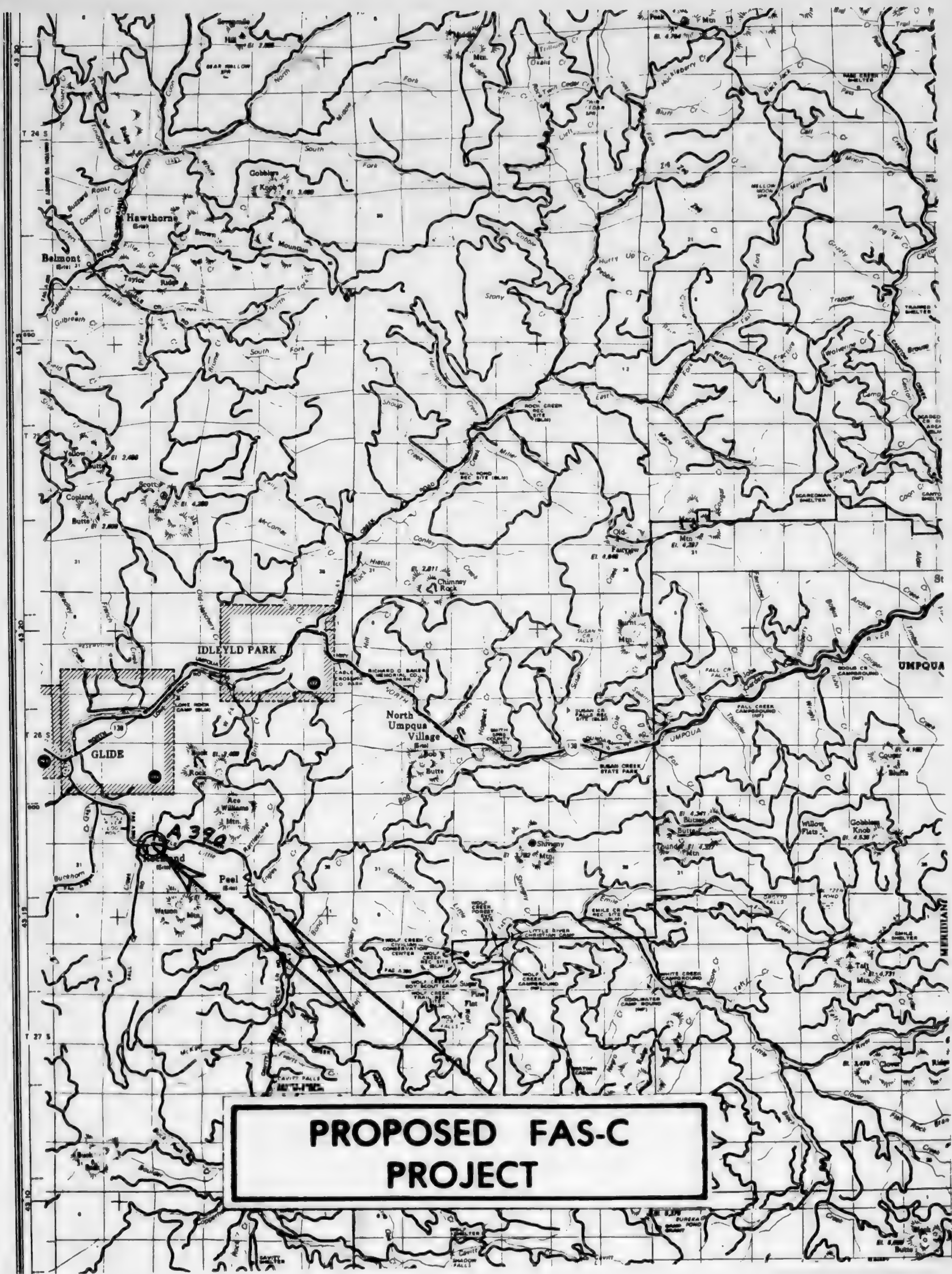
No change

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number:

James P. Lannon 440-4481



**PROPOSED FAS-C
PROJECT**

1983 Dead Ox Pump Canal Bridge 9681
of Pioneer Rd. (Grading, paving and
structure)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: June 19, 1985

COUNTY: Malheur AGREEMENT NO: 7692 PROJECT NO: BROS-2300(4,6)

CONTRACT NO: 9681 SECTION: Dead Ox Pump Canal (Pioneer Rd.) Br.

PRELIMINARY ENGINEERING PREFIX 223-1997

	Participating	Non Participating
Project Manager	\$ 4,076.69	\$
Final Design	2,444.09	
Traffic Section	73.20	
Location	24.67	
Program Section	318.93	
Administrative Services	21.12	
Environmental Section	72.96	
Structural Foundations	4,560.75	34.00
Free Bridge Design (No Cost to County)	4,344.53	
Free Specification (No Cost to County)	2,283.45	
Surfacing Design	25.50	
Hydraulics	99.03	
TOTAL P.E. COST	\$ 18,344.92	\$ 34.00
Less Free Br. Design & Spec's	(6,627.98)	-0-
TOTAL PARTICIPATING COUNTY COST	\$ 11,716.94	\$ 34.00

CONSTRUCTION PREFIX 223-1083

Payment to Contractor	\$ 108,539.24	\$ 150.00
Interest on Final Payment		61.95
Engineering Cost	7,750.65	22.04
Program Section	38.21	
Materials Section	1,394.65	
Technical Services	672.96	
Construction Branch	326.24	
Region Office Charges	164.05	
General Construction Eng. (Accounting)	102.86	
	\$ 118,988.86	\$ 233.99

SUMMARY:

Participating P.E. Cost	\$ 11,716.94
Participating Const. Cost	118,988.86
Total Participating County Cost	\$ 130,705.80

FEDERAL FUNDS:

P.E. (80%)	9,373.55	
Const. (80%)	95,191.09	(104,564.64)
SUBTOTAL	\$ 26,141.16	
Plus Non Participating County Cost	267.99	
Less County's Advance Deposits:		
P.E. #82-50	\$ 3,320.00	
Const. #83-53	24,125.00	(27,445.00)

REFUND DUE COUNTY

\$ 1,035.85

MKS:bkb

ORIGINAL

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117**Appropriation:**

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE _____

FHWA SCHEDULE NO.

PAID BY

STATE **OREGON**

FEDERAL AID PROJECT NO.
BROS-2300(6)

PROGRAM APPROVED

VOUCHER PERIOD

From: 6-22-83 To: 6-20-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
\$119,222.85	\$118,988.86	80%	\$95,191.09	\$95,191.09	\$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

**SIGN
ORIGINAL
ONLY**

OREGON *State Highway Agency*

By _____ **1-29-85**
CONTROLLER *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted \$ 0.00

Adjustments \$ _____

Amount Approved \$ _____

**SIGN
ORIGINAL
COPY**

Signature of Authorized FHWA Representative Date

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	<u>DEAD OX PUMP CANAL BRIDGE SECTION</u> <u>PIONEER COUNTY BRIDGE SECTION</u> <u>MALHEUR COUNTY</u> <u>CONSTRUCTION</u> <u>TYPE CODE Y007</u> <u>108 INCH CULVERT (BRIDGE REPLACEMENT) (STA. 9+00 TO STA. 12+00)</u>					
	FINAL CONTRACT PAYMENTS SUMMARY	LUMP SUM			\$108,539.24	
	<u>CONSTRUCTION ENGINEERING</u> STATE	ALL REQUIRED			10,449.62	
	TOTAL PARTICIPATING PROJECT COST				\$118,988.86	
	<u>NON PARTICIPATING PROJECT COST</u>					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			\$ 150.00	
	INTEREST ON FINAL PAYMENTS	ALL REQUIRED			61.95	
	CONSTRUCTION ENGINEERING	ALL REQUIRED			22.04	
	TOTAL NON PARTICIPATING COST				\$ 233.99	
	TOTAL PROJECT COST				\$119,222.85	
	PREPARED BASED ON THE PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 1-31-85.					
AMOUNT CARRIED FORWARD						

BILLING NUMBER 37		OREGON STATE HIGHWAY DIVISION				03/28/85		PAGE 40					
PREFIX GRP FED AID PROJ FL APPR		FMHA BILLING VOUCHER		DIVISION		ADJUSTMENT AND CODE		AMOUNT OF THIS VOUCHER					
		TOTAL COSTS TO DATE		PARTIC. AMOUNT		% OF PARTIC.		FEDERAL SHARE		AMOUNT PREV. CLAIMED			
216-1049	1# SOS -1600-001 APPR-680	192,450.12	224,508.89	224,379.29	85.77	192,450.12	192,450.12	56,188.04	56,188.04	63,216.97	653.90-		
216-1053	1# BR0S-1600-003 APPR-117	56,188.04	70,522.92	70,235.05	80.00	56,188.04	56,188.04	141,993.34	141,993.34	174,734.34	243.17		
216-1054	1 BH0S-1600-004 APPR-114	65,046.00	80,027.37	79,078.84	80.00	63,263.07	63,263.07	53,419.01	53,419.01	174,734.34	243.17		
218-1005	1# RRS -000S-005 APPR-138	53,419.01	59,354.46	59,354.46	90.00	53,419.01	53,419.01	141,993.34	141,993.34	174,734.34	243.17		
218-1011	1# BR0S-1800-005 APPR-117	141,993.34	177,491.68	177,491.68	80.00	141,993.34	141,993.34	174,734.34	174,734.34	174,734.34	243.17		
218-1016	1 BR0S-1800-007 APPR-114	203,284.00	218,721.89	218,721.89	80.00	174,977.51	174,977.51	37,441.50	37,441.50	37,441.50			
218-1040	1# RRS -2221-001 APPR-138	37,441.50	41,645.12	41,601.67	90.00	37,441.50	37,441.50	33,604.55	33,604.55	33,604.55			
218-1043	1# RRO -000S-045 APPR-685	33,604.55	37,338.39	37,338.39	90.00	33,604.55	33,604.55	59,453.14	59,453.14	59,453.14			
220-1034	1# RRS -6430-001 APPR-138	59,453.14	66,052.04	66,052.04	90.00	59,453.14	59,453.14	271,655.45	271,655.45	271,655.45			
220-1050	1# PMS -000S-106 APPR-140	271,655.45	272,038.60	271,655.45	100.00	271,655.45	271,655.45	242,810.63	242,810.63	242,810.63			
220-1055	1# BR0S-2000-003 APPR-117	242,810.63	310,458.97	303,513.29	80.00	242,810.63	242,810.63	59,014.90	59,014.90	46,762.50	12,245.40		
220-1083	1 RRS -000S-020 APPR-138	135,448.00	64,544.51	65,572.11	90.00	59,014.90	59,014.90	66,160.94	66,160.94	66,160.94			
220-1087	1 RRS -000S-019 APPR-138	79,535.00	73,033.14	73,512.16	90.00	66,160.94	66,160.94	179,285.86	179,285.86	179,285.86			
221-1018	1 BH0S-2100-005 APPR-114	183,084.00	224,193.41	224,107.33	80.00	179,285.86	179,285.86	152,368.42	152,368.42	152,368.42			
221-1019	1 BR0S-2100-006 APPR-117	155,024.00	190,490.71	190,460.52	80.00	152,368.42	152,368.42						
2	BR0S-2100-006 APPR-117		12,931.84	12,931.84									
221-1019	PREFIX TOTALS	155,024.00	203,422.55	203,392.36	90.00	152,368.42	152,368.42	152,368.42	152,368.42	152,368.42			
222-1023	1 RRP -5460-001 APPR-139	71,230.00	82.31	82.31									
222-1028	1 RRS -000S-016 APPR-138	102,904.00	20.14	20.14	90.00	18.13	18.13						
222-1029	1 RRS -000S-017 APPR-138	73,359.00			90.00								
223-1078	1# BR0S-2300-003 APPR-117	146,800.14	186,073.77	183,500.18	80.00	146,800.14	146,800.14	95,191.09	95,191.09	95,191.09			
223-1083	1 BR0S-2300-006 APPR-114	97,674.00	119,222.85	118,988.86	80.00	95,191.09	95,191.09	279,283.10	279,283.10	279,283.10			
223-1088	1 BR0S-2300-008 APPR-117	309,451.00	349,138.67	349,133.87	80.00	279,283.10	279,283.10	52,654.25	52,654.25	52,654.25			
224-1053	1# RRP -000S-020 APPR-139	53,711.37	58,504.72	58,504.72	90.00	52,654.25	52,654.25	185,456.22	185,456.22	185,456.22			
224-1073	1# PMS -000S-110 APPR-140	185,456.22	185,490.72	185,456.22	100.00	185,456.22	185,456.22	128,618.01	128,618.01	128,618.01			
226-1005	1# SOS -2600-001 APPR-680	128,618.01	206,322.52	149,904.44	85.80	128,618.01	128,618.01						

ACTIVE MILITARY
ONE YRS END

GRAND TOTAL
TO DATE

FEBRUARY 1985

FISCAL
YEAR TO DATE

PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH
00	00	00	00	00
01	01	01	01	01
02	02	02	02	02
03	03	03	03	03
04	04	04	04	04
05	05	05	05	05
06	06	06	06	06
07	07	07	07	07
08	08	08	08	08
09	09	09	09	09
10	10	10	10	10
11	11	11	11	11
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82	82	82	82	82
83	83	83	83	83
84	84	84	84	84
85	85	85	85	85

DESCRIPTION

DEAD OX PUMP CANAL BRIDGE	CONT NO	9691	FA PROJ NOS	BROS2300006	100	STATE
	223	1083	201	00 P 1	108,539.24	84
	223	1083	201	00 N 1	150.00	84
	223	1083	206	00 N 1	61.95	84
	223	1083	296	00 N 2	95,191.04CR	83
	223	1083	298	00 N 2	95,191.09	83
	223	1083	900	00 P 1	7,750.65	85
	223	1083	900	00 P 1	16.00	85
	223	1083	900	00 P 1	4.04	85
	223	1083	900	01 N 1	12.73CR	84
	223	1083	900	01 N 1	4.04CR	84
	223	1083	920	00 P 1	38.21	83
	223	1083	941	00 P 1	53.87	83
	223	1083	941	00 P 1	777.39	83
	223	1083	942	00 P 1	538.73	83
	223	1083	942	00 P 1	78.53	83
	223	1083	944	00 P 1	619.09	83
	223	1083	945	00 P 1	326.24	83
	223	1083	946	00 P 1	164.05	83
	223	1083	948	00 P 1	102.86	83
	223	1083	TOT	P 1	118,988.86	83
	223	1083	TOT	N 1	233.99	83
	223	1083	TOT		119,222.85	83

[illegible]

SPTC XNGAQUNABY RD RRP-0005(CONT NO
224
224

FA PROJ NOS RRP 000S020 100
1053 270 01 P 1
1053 270 04 P 1

56,357 75
1,296 21

STATE 82 82 82

June 18, 1984

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9681

Gentlemen or Ladies:

On June 6, 1984, we wrote to you concerning release of final payment on Contract No. 9681 awarded to Weaver Construction Company for work on Dead Ox Pump Canal Bridge Section of Pioneer Road in Malheur County.

Final payment on this contract is \$911.00 and the total contract amount is \$108,689.24. No work was performed under force account.

Sincerely,

Robert W. Gornsen
COMMISSION SERVICES

bk

cc: Weaver Construction Company
P.O. Box 588
Union, OR 97883

bc: C. O. Fredrickson
Walt Hart
Robert Hector

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9681

REGION NO. 10	REPORT NO.	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT June 13, 1984	REPORT MADE BY C. O. Fredrickson, Construction Engr.		PROJECT NO. BROS-2300(6)
COMPLETION DATE November 23, 1983	ACCEPTANCE DATE BY CONTRACT AGENCY May 31, 1984	TIME ELAPSED 97 %	CONTRACT TIME 97 CD
APPROVED EXTENSIONS	LOCATION Dead Ox Pump Canal Bridge Section of Pioneer County Rd. located approximately 10 miles north of Ontario.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.

1. Description of Improvement as Programed:

A. Removal of existing bridge.

B. Construction of roadbed, aggregate base and asphalt concrete pavement.

C. Construction of Bridge No. 16632 over Dead Ox Pump Canal.

D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Weaver Construction Co.3. Contract Amount: \$104,282.004. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official)

Title

Construction Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter	DATE 6/20/84	SIGNATURE G. K. Hossner	DATE 6/20/84
TITLE Area Engineer		TITLE Field Operations Engineer	

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

Dead Ox Pump Canal
Bridge

WEEK ENDING

December 24, 1983

SECTION PREFIX

223-1083

HIGHWAY

Pioneer Road (Co. Rds.)

COUNTY

Malheur

NAME OF JOB

KIND OF WORK

Grading, Paving and Structure

CONTRACTOR

Weaver Construction Company

CONTRACT NUMBER

9681

FEDERAL AID PROJECT NUMBER

BROS-2300(6)

DATE OF CONTRACT

August 8, 1983

DATE WORK STARTED

August 22, 1983

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

0

SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 100

WORK DAYS USED

CALENDAR DAYS USED 97

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

97%

PROJECT AUTHORIZATION:

\$120,630.07

EXCLUSIVE OF ENGINEERING:

\$111,064.69

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING

\$110,687.30

ENGINEERING
AUTHORIZATION

\$9,565.38

ENGINEERING
COST TO DATE

\$7,820.00

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100%

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

104%

ESTIMATED PERCENT: OVERRUN
UNDERRUN

0.3%

PERCENT OF
AUTHORIZATION

82%

DATE PROJECT WAS COMPLETED:

November 23, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100%	100%	100%			
		GRADING		SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.04		0.06			
MILES PARTIALLY COMPLETED							
MILES COMPLETED		0.04		0.06			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		346 cy		460 ton			220 ton
TOTAL QUANTITIES CORRECTED TO DATE		692 cy		575 ton			190 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		692 cy		575 ton			190 ton
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY		0		0			0
HOURS PER SHIFT		0		0			0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16632						
PERCENT	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

DEC 29 1983

CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	
REMARKS	
Semi-final submitted to Region office December 22, 1983 There will be no more weekly reports submitted Merry Christmas,,,Happy New Year	
SIGNED <u><i>H. L. Shaw</i></u> LOCATION <u>Ontario</u> For P.F. Burnett, Project Manager	

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

9681
ORIGINAL12-8-83
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

223-1997

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of OregonAddress Capitol Bldg. - Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE
OregonFEDERAL AID PROJECT NO.
BROS-2300(4)

PROGRAM APPROVED

VOUCHER PERIOD
From: 6/9/82 To: 6/21/83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
\$18,378.92	\$18,344.92	80%	\$14,675.94	\$14,675.94	\$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN
ORIGINAL
ONLYOregon State Highway Agency
By Controller Authorized Officer Date 12/8/83

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted \$ 0.00

Adjustments \$ _____

Amount Approved \$ _____

SIGN
ORIGINAL
COPY

Signature of Authorized FHWA Representative Date

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	<u>Dead Ox Pump Canal (Pioneer Rd.) Bridge Section</u> <u>County Road in Malheur County</u>					
	<u>Preliminary Engineering</u> <u>Type Code P.E.</u> State	A11 Required			\$18,344.92	
	<u>Nonparticipating Project Cost</u> State	A11 Required			34.00	
	Total Project Cost				\$18,378.92	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/10/83.					
AMOUNT CARRIED FORWARD						



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

[illegible]

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS									
NOVEMBER 1983 PAGE 578									
DESCRIPTION	PREFIX	FUNCTION	SUP F	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE		
223	1997	906	00	P 1			218.62		
223	1997	911	00	P 1			23.20		
223	1997	918	00	P 1			24.67		
223	1997	920	00	P 1			718.93		
223	1997	921	00	P 1	102 95CR	63 21	2.383		
223	1997	922	00	P 1			21.12		
223	1997	923	00	P 1			21.98		
223	1997	924	00	P 1			4.560		
223	1997	926	00	P 1			24.00		
223	1997	927	00	P 1			4.124		
223	1997	933	00	P 1			25.50		
223	1997	937	00	P 1			99.03		
223	1997	TOT		P 1	102 95CR	102 25	18.244		
223	1997	TOT		P 1	102 95CR**	102 25 **	18.272		
		** JOB TOTALS		**					
SPTC @ MADISON STRA									
CONIT NO	FA PROJ	NOS	RRS	1660001	100	STATE			
224	1901	296	00	N 9		15 66CR	15 66CR		
224	1901	298	00	N 9		15 66	15 66		
224	1901	920	00	P 1		17 40	17 40		
		TOT		P 1		17 40	17 40		
		** JOB TOTALS		**		17 40 **	17 40 **		
SPTC @ DELANEY RD TURNER									
CONIT NO	FA PROJ	NOS	RRS	000S015	100	STATE			
224	1904	296	00	N 9		1 94CR	1 94CR		
224	1904	298	00	N 9		1 94	1 94		
224	1904	918	00	P 1		20 15	20 15		
		TOT		P 1		20 15	20 15		

BILLING NUMBER 23			OREGON STATE HIGHWAY DEPARTMENT FHWA BILLING VOUCHER			12/29/83		PAGE 82		
PREFIX	GRP	FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
218-1940	1	RR0-0005-045 APPR-685	576.77	640.85	640.85	90.00	576.77	576.77		
218-1958	1	RRS-0005-005 APPR-138	1,800.00	354.65	354.65	90.00	319.19	319.19		
218-1974	1*	BROS-1800-004 APPR-117	11,425.51	14,281.89	14,281.89	90.00	11,425.51	11,425.51		
218-1984	1	BROS-1800-006 APPR-117	17,200.00	791.17	791.17	80.00	632.94			632.94
219-1927	1	PMS-0005-111 APPR-140	300.00	132.76	132.76	100.00	132.76	132.76		
220-1904	1	RRS-0005-019 APPR-138	1,800.00			90.00				
220-1905	1	RRS-0005-020 APPR-138	1,800.00			90.00				
20-1913	1	M-1082-001 APPR-132	257,485.00	154,838.88	154,838.88	88.18	136,536.92	135,455.58		1,021.34
220-1939	1*	RRS-6430-001 APPR-138	2,194.37	2,438.19	2,438.19	90.00	2,194.37	2,194.37		
220-1985	1*	BROS-2000-002 APPR-117	2,883.77	3,604.71	3,604.71	80.00	2,883.77	2,883.77		
221-1907	1*	BROS-2100-004 APPR-117	28,932.84	36,166.05	36,166.05	80.00	28,932.84	28,932.84		
221-1916	1	BROS-2100-003 APPR-117	21,600.00	22,852.50	22,852.50	80.00	18,282.00	17,491.62		790.38
221-1998	1	BROS-2100-002 APPR-117	16,240.00	15,795.81	15,786.33	80.00	12,629.06			
222-1922	1	RRS-5420-001 APPR-138	1,800.00	17.40	17.40	90.00	15.66	15.66		
222-1924	1	RRS-0005-017 APPR-138	1,800.00	1.80	1.80	90.00	1.62			1.62
222-1925	1	RRS-0005-018 APPR-138	1,800.00			90.00				
222-1974	1	SOS-2200-002 APPR-680	21,442.00	20,614.32	20,549.53	85.77	17,625.33	16,746.53		1,049.78
2		BROS-2200-002 APPR-114	5,880.00			80.00				
222-1974		PREFIX TOTALS	27,322.00	20,614.32	20,549.53	90.00	17,625.33	16,521.53		1,049.78
223-1903	1	RRS-0005-024 APPR-138	1,800.00							
223-1905	1	BROS-2300-007 APPR-117	63,200.00	1,084.38	1,024.38	80.00	867.50			
223-1979	1*	SOS-2300-002 APPR-680	13,947.85	15,831.62	15,817.48	88.18	13,947.85	13,947.85		
223-1996	1	BROS-2300-005 APPR-114	25,240.00	36,519.64	36,516.18	80.00	29,212.94	25,240.00		972.94 B
223-1997	1*	BROS-2300-004 APPR-117	14,675.94	18,378.92	18,344.92	80.00	14,675.94	14,675.94		
224-1901	1	RRS-1660-001 APPR-138	1,800.00	17.40	17.40	90.00	15.66			
224-1904	1	RRS-0005-015 APPR-138	1,800.00	20.15	20.15	90.00	18.14			



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

**END
OF
RETAKE**

TO BE COMPLETED BY FHWA		OMB No. 04-R2089	
MONTHLY TRANSACTION NO. 10-23	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		State Oregon
	FEDERAL-AID PROJECT AGREEMENT		County Malheur
			Project No. BR05-2300(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administration relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

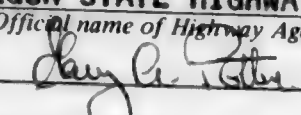
PROJECT TERMINI

Dead Ox Pump Canal Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)	6-22-83	0.00

ESTIMATED TOTAL COST OF PROJECT	FUNDS PRO RATA 80.0%
\$ 122,093.00	FEDERAL FUNDS
	\$ 97,674.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION (Official name of Highway Agency) By <u></u> Manager, Program Section (Title) XXX For: H.S. Coulter, P.E. State Highway Engineer (Title) By _____ (Title)	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By <u></u> (Division Administrator) For: Dale E. Wilken Date executed by Division Administrator _____
--	---

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

- a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.
- b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume I, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. file

Oregon State Highway Division
Salem, Oregon September 6, 1983

Federal-Aid Project No. BROS-2300(6)

Dead Ox Pump Canal Bridge Section
Pioneer County Road
Malheur County

PROJECT AGREEMENT ESTIMATE

Type Code Y007

108-inch Culvert (Bridge Replacement)(Sta. 9+00 to Sta. 12+00)

Mobilization	All Required		\$ 6,000.00
Temporary Protection and Direction of Traffic	All Required		500.00
Temporary Signs	102 Sq. Ft.	7.00	714.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin. Ft.	5.00	250.00
General Excavation	346 Cu. Yd.	5.00	1,730.00
Toe Trench Excavation	11 Cu. Yd.	10.00	110.00
Aggregate Base	460 Ton	10.00	4,600.00
Class "B" or Class "C" Asphalt Concrete	220 Ton	36.00	7,920.00
Guard Rail, Type 2A	25 Lin. Ft.	20.00	500.00
Guard Rail, Type 3	113 Lin. Ft.	30.00	3,390.00
Guard Rail Anchors, Type 1	1 Each	400.00	400.00
Rail End Pieces, Type C	4 Each	90.00	360.00
Rail End Pieces, Terminal Connectors	4 Each	50.00	200.00
Extra for Asphalt Approaches	5 Each	10.00	50.00
Loose Riprap, Class 50	30 Cu. Yd.	20.00	600.00
Bridge Removal Work	All Required		5,248.00
Structural Excavation	40 Cu. Yd.	20.00	800.00
Special Wall Backfill	24 Cu. Yd.	20.00	480.00
Furnish Pile Driving Equipment	All Required		6,200.00
Furnish HP 10X42 Steel Piling	575 Lin. Ft.	20.00	11,500.00
Drive Steel Piles	480 Lin. Ft.	1.00	480.00
Structural Concrete, Class 3300 (72 C.Y.)	All Required		9,000.00
4'x40'/45' Prestressed Slabs	14 Each	2,500.00	35,000.00
Reinforcement (6,200 lbs.)	All Required		2,100.00
Two Tube Steel Rail	150 Lin. Ft.	40.00	6,000.00
			\$ 104,132.00

Anticipated Items

Permanent Pavement Striping
Temporary Erosion Control

All Required
All Required

	\$	1,000.00
		<u>1,500.00</u>
	\$	2,500.00
Subtotal	\$	<u>106,632.00</u>
Engineering		<u>15,461.00</u>
Total	\$	122,093.00

Length of Project

0.00 mi.

Federal Funds (80%)
County Funds
Total Cost

\$	97,674.00
	<u>24,419.00</u>
\$	122,093.00

Group 1 100%
Contract 9681
Prefix: 223-1997
Prefix: 223-1083

Dead Ox Pump Canal Bridge Section
Nonparticipating-State Work

Multiple Mailbox Supports	1 Each	\$	150.00
---------------------------	--------	----	--------

July 15, 1983

PRO

The Honorable E.M. Seuell
Malheur County Court
251 B Street W
Vale, Oregon 97918

Dear Judge Seuell:

On July 14, 1983 we received a satisfactory bid from Weaver Construction Co., P.O. Box 588, Union, Oregon 97883 for the Dead Ox Pump Canal Bridge replacement project on Pioneer Road in Malheur County.

As described in our Agreement No. 7692, we anticipate the financial sharing of the construction cost will be:

Contractor's bid		\$ 104,282.00
Anticipated Additional Items:		
Permanent Pavement Striping	\$1,000.00	
Temporary Erosion Control	1,000.00	2,000.00
Subtotal		\$ 106,282.00
Contingencies (4 1/2%)		4,782.69
Engineering (9%)		9,565.38
Estimated Construction Cost		\$ 120,630.07
Less Federal Funds (80%)		(96,504.06)
Estimated County Share (20%)		\$ 24,126.01

COUNTY ADVANCE DEPOSIT: \$ 24,125

We will award the contract when we receive your advance deposit in the amount of \$24,125, which should arrive not later than August 5, 1983. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

Rec'd
8-8-83
Awarded
8-8-83

KEH:bks

bcc: w/AD #83-53: Roger Lang, Region 5
Vern Skoog -- please return completed AD #83-53
when advance deposit is received.

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.

BROS-2300(6)

2. STATE PROJECT NO.

See below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20079

2A. COUNTY NAME

Malheur

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE

6/22/83

8. FEDERAL ROUTE NUMBER

Non Federal-aid

9. STATE ROUTE NUMBER

County Road

10. GENERAL LOCATION:

Dead Ox Pump Canal Bridge Section

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION☐ ACQUISITION OF RIGHT-OF-WAY☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS☐ OTHER (Specify)

13. REMARKS

As requested in Mr. Potter's letter of 6/20/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of \$145,613 Federal Funds \$116,490 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6/15/83 that provisions of FHPM 7-5-1 have been complied with.

14. DATE

6/22/83

15. SIGNATURE OF APPROVING OFFICIAL

R. K. Hasner

16. TITLE

for Division Administrator

RECEIVED
STATE HWY ENGR

JUL 5 '83

REFER TO

Potter
FOR

Info	Inv	R/D	L/R	Sign	Act	File



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 2, 1983

DES 23
16632

**NOTED
H.S. COULTER**

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED

JERALD E. BACKSTRAND
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Oregon Project BROS-2300(6)
Dead Ox Pump Canal Bridge
Pioneer County Road
Malheur County
BR 16632

RECEIVED STATE HWY ENGR						
JUN 6 '83						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

We have reviewed your letter of May 27, 1983 on the subject project. The bridge length has been reduced to 80 feet with partially closed abutments and wingwalls. Class 50 riprap has been specified on the cut slope under the structure, keyed into the channel bottom.

Displacement piles were considered but rejected due to difficulty in obtaining adequate penetration. The existing timber piles have approximately three feet of embedment. Jetting is not practical due to the character of the gravelly foundation material which would require jetting pressures of 125-150 psi. The cost of the jetting equipment for five piles does not make it cost effective. The steel pile section is recommended as being the least costly.

JEC:jrb

cc: H. S. Coulter
Gary Potter



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-2300(6)
Dead Ox Pump Canal
Pioneer Road Bridge Section
Malheur County

Date: May 27, 1983

From: Division Administrator

Reply to
Attn. of: HBR-OR

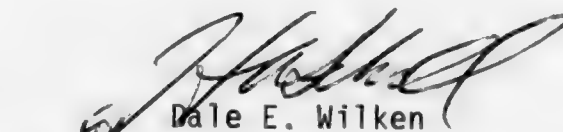
To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. Walt Hart, Bridge Engineer
Salem, Oregon

We have reviewed the recommendation in the foundation report submitted to us May 23, 1983. It would appear that since the bridge site is not a stream capacity problem a minimum type structure should be installed.

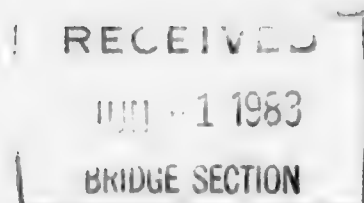
We recommend that you cut the length to not over 75 - 80 feet and use partially closed abutments supported on piles with riprap in the bottom section of the channel.

We also think that displacement piles are sufficient. The existing timber piles have been effective for many years.

In the event that more penetration is needed in the stream channel (if such a bent is needed) a water jet could be used to obtain the pile penetration. Please consider these items as you prepare plans.


Dale E. Wilken

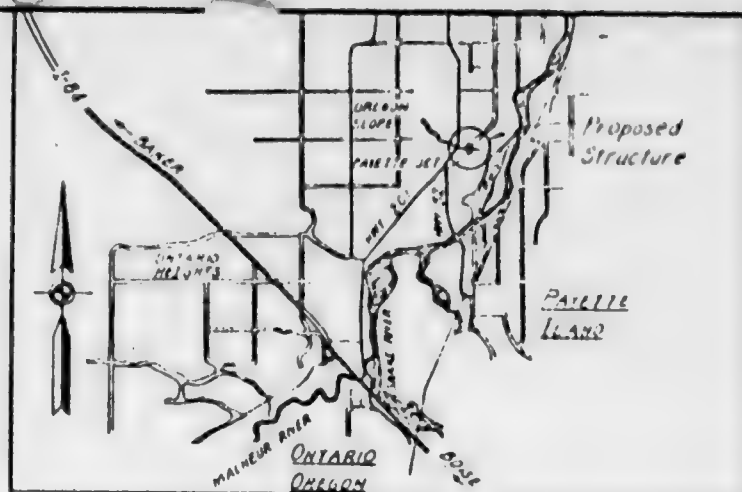
cc:
OSHD (G Potter)



RECEIVED STATE HWY ENGR						
MAY 31 '83						
REFER TO <i>Hart</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					☒	

D.E. Swan
9681

HYDRAULIC DATA		
	DESIGN FLOOD	MAX FLOOD yr.
Discharge - c.f.s.		
Frequency - yrs		
H.W. Elevation		



VICINITY MAP
No Scale

NOTE:

Bridge designed for HS20 loading.

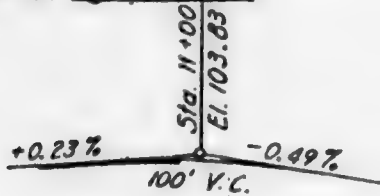
APPROVED BY

COUNTY OF Malheur
E. M. Sewell
JUDGE OR CHAIRMAN

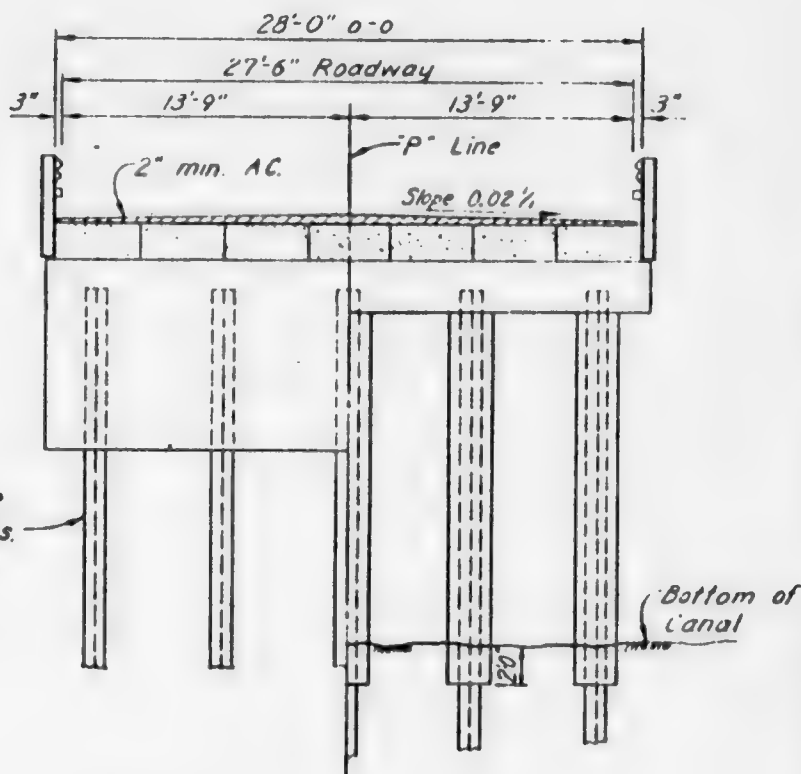
W. C. Hammett
COMMISSIONER

Louis F. Wetstein
COMMISSIONER

DATE 5-18-83



GRADE LINE DIAGRAM



BENTS 1 & 3 BENT 2
TYPICAL SECTION

APPROVED:		OREGON DEPARTMENT OF TRANSPORTATION	
BRIDGE ENGINEER		BRIDGE DESIGN SECTION	
ASST. STATE HIGHWAY ENGINEER		DEAD OX PUMP CANAL BRIDGE	
DESIGNED:		DEAD OX PUMP CANAL BRIDGE SECTION	
DRAWN: <u>MK</u>		PIONEER RD. No. 917 - MALHEUR COUNTY	
CHECKED:		PRELIM. PLAN AND ELEVATION	
REVIEWED:		ACCOMPANIED BY DWGS.	
CALC. BOOK:		DATE <u>APRIL 1983</u>	
DATE	REVISION	SHEET <u>1</u> OF <u>1</u>	
		BRIDGE NO. <u>16632</u>	
		DRAWING NO. <u>37179</u>	



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: May 18, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20079
Project No. BROS-2300(6)
Dead Ox Pump Canal Bridge Section
Malheur County

I request approval of a program change withdrawing the PS&E approval granted on March 2, 1983. Also, that preliminary engineering charges for the subject project made on that date forward are eligible for Federal participation under Project No. BROS-2300(4).

This request is based on the fact that the Federal Agency over the Owyhee Irrigation District system objected to the use of a culvert instead of a bridge.

JLG:bks

cc: Hwy. Finance
Ken Husby
General Files



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

Date: May 16, 1983

PRO 6

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Revised Project Data Submission
Item No. 20079
Project No. BROS-2300(6)
Dead Ox Pump Canal Bridge Section
Malheur County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on July 14, 1983.

On this project we may request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145.

DRH:bks

Attachments

cc: Robert D. Hector (Region 5)
General Files

✓ Ken Husby W/ATT.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS									
FORM PR-1 (REV. 4-61)									
5-16-83 Rev. 2-14-83									
FEDERAL-AID PROGRAM DATA (PPM 21-1)									
PROJECT LOCATION (45 typewriter spaces)									
Co. Rd., 0.5 miles N.E./Jct. ORE 201 & 52									
PROPOSED WORK (35 typewriter spaces)									
Structure									
NATL. FOREST									
FED. ROUTE NO.									
SUPV. AGENCY									
DA CLAIM?									
DA AREA									
PRESENT									
ADT									
250									
FUTURE									

YEAR									

REGION									
10									
STATE NAME									
Oregon									
STATE CODE									
41									
APPM CODE									
114									
ITEM NO.									
20079									
PREFIX LETTER(S)									
BROS-									
PROJECT NUMBER									
2300									
SEQ. NO.									
(6)									
I. Project Only POST M. DESIG.									
COUNTY NAME									
Malheur									
COUNTY CODE									
045									
FEDERAL-AID									
Non									
ROUTE NO.									
N									
STATE									
Co. Rd.									
U.S.									
PROGRAM STAGE									
1 OR 2									
ESTIMATED PROJECT COST BY PHASES									
MILES									
0.057									
TOTAL ESTIMATED COST									
172,000									
FEDERAL FUNDS (80%)									
137,600									
STATE FUNDS									

OTHER FUNDS									
County									
CHARACTER OF PROPOSED WORK (Full description)									
ROW-60' min.; Access Control-none; Parking Restrictions-none.									
PROJECT TOTALS									
0.057									
172,000									
137,600									

34,400									
REMARKS									
Additional Data: Item No. 20079; Project No. BROS-2300(4).									
-over									

Dead Ox Pump Canal Bridge Section

Remarks continued:

Project Data: This project consists of: (1) construct one prestressed slab span bridge (No. 16632) 80 ft. in length, and 28 ft. in width; (2) remove existing bridge; (3) construct approach roadway requiring grade, drain and high-type pave to provide 2-12 foot travel lanes with 2-foot shoulders; (4) and incidental work common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7692 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed 6/9/82.

Note: 1) This project is in Congressional District No. 2.
2) Existing bridge has a sufficiency rating of 15.3.
3) Existing structure is Br. No. 45C308.



STATE OF OREGON

INTEROFFICE MEMO

TO: R. D. Hector
Region 5 Engineer

ATTN: Roger Lang

DATE: May 4, 1983

DES 23
16632

FROM: *[Signature]*
J. E. Chidsey, P.E.
Principal Structural Design Engineer

SUBJECT: Dead Ox Pump Canal Bridge
Dead Ox Pump Canal Bridge Section
Pioneer Road 917
Malheur County
BR 16632

Versteeg
Anderson
Adams
Liacab
Stoudenmeyer
Terpin
Trout
Wackerlig

RECEIVED
MAY 05 1983

Do Not File ☐
Return To
Bring Up
Action

ROAD DESIGN
SECTION

Attached are four reduced prints of Drawings 37179 and 38315 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	\$ 20,000
Structure	94,600
20% Engineering and Contingencies	<u>26,400</u>
TOTAL	<u>\$141,000</u>

Please use these prints to obtain the approval of Malheur County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on July 28, 1983.

JEC:jrb

Attachments

cc: H. A. Schell, FHWA /w/ 1 set
Engineering /w/ 1 set
Project Management /w/ 1 set
Environment (M. Banks) /w/ 1 set
✓ Don Trout /w/ 1 set

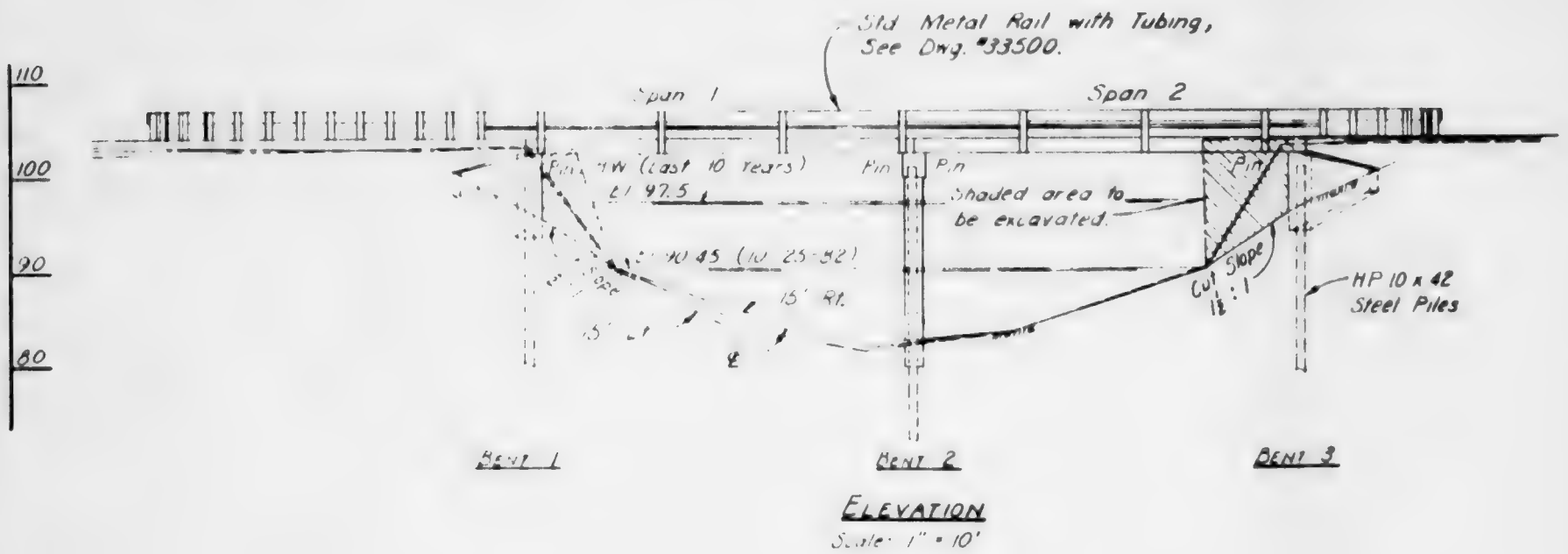
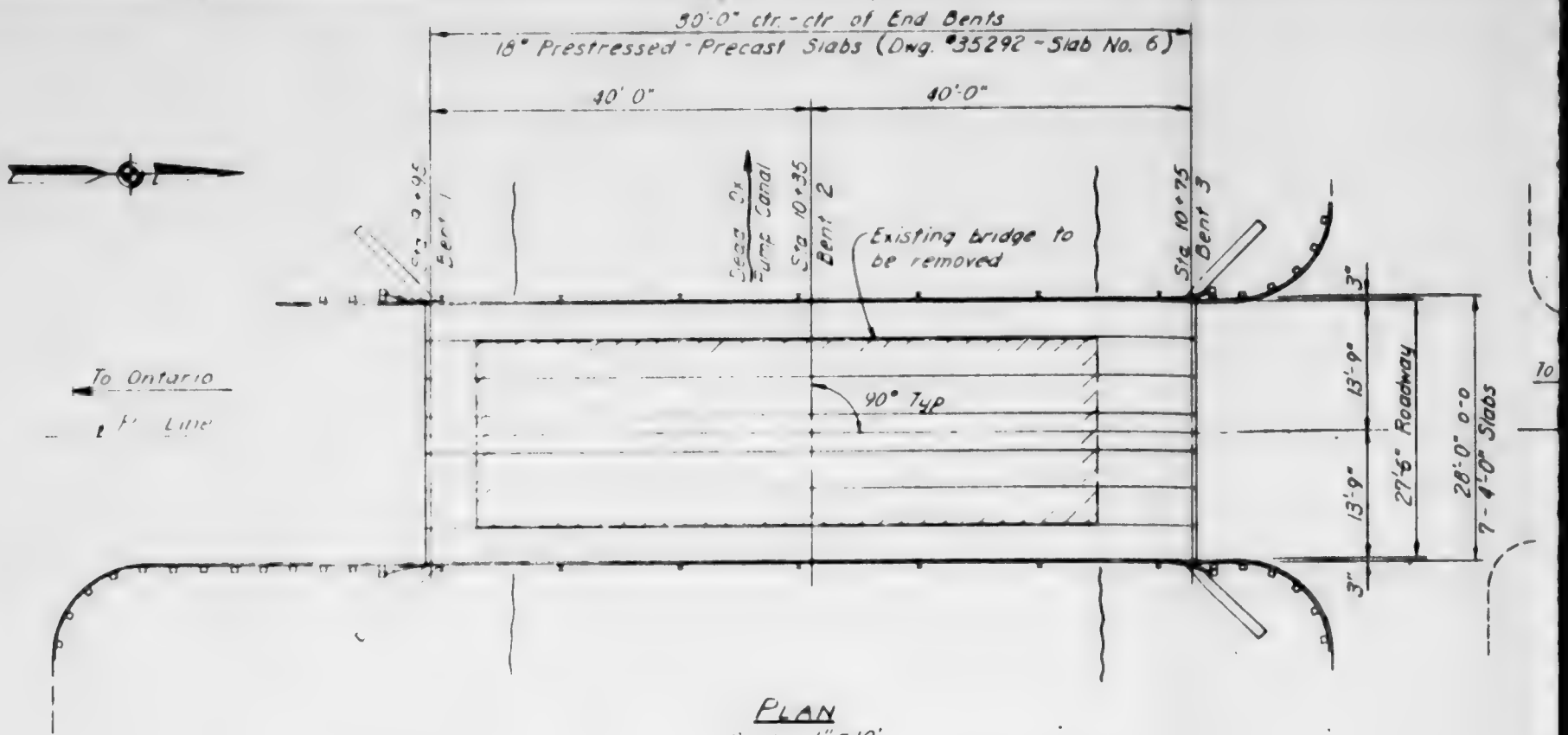
*No DSL req'd -
Irrigation Facility
Don Trout*



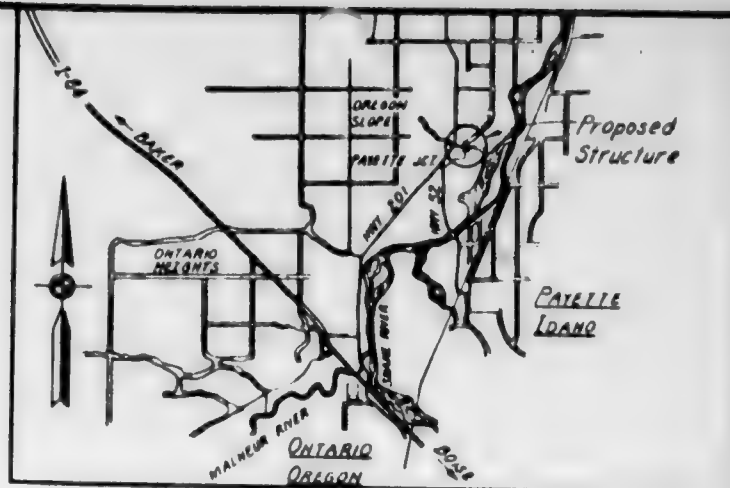
Contains
Recycled
Materials

01-125-1387

SP-75683-12



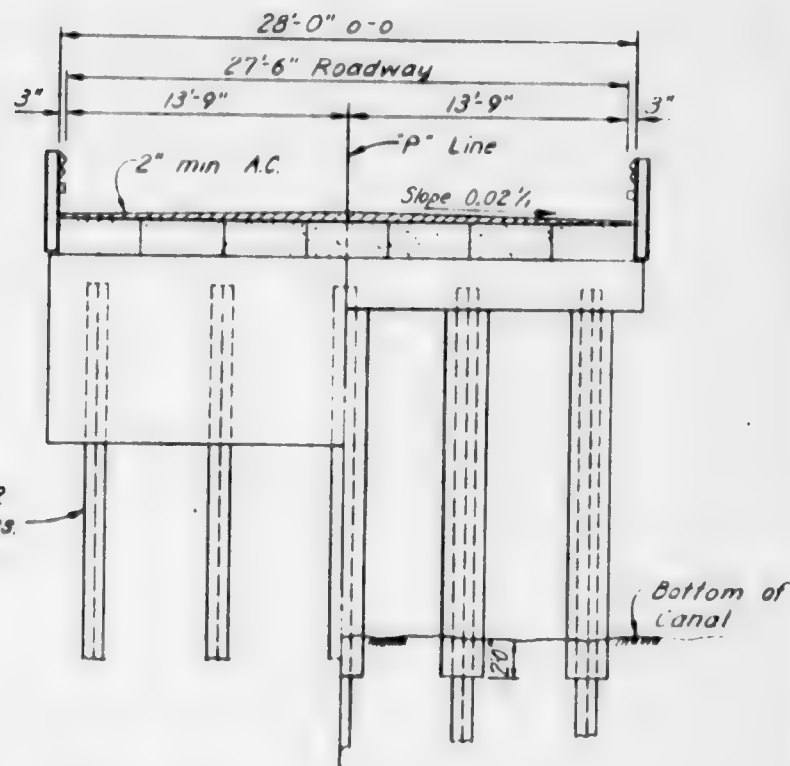
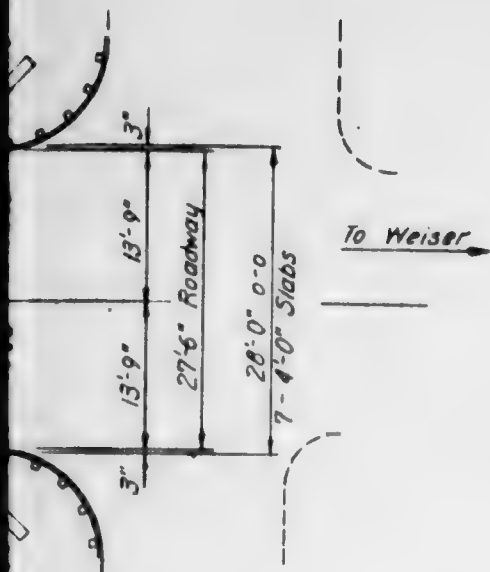
HYDRAULIC DATA		
	DESIGN FLOOD	MAX FLOOD
Discharge - c. f. s.		
Frequency - yrs.		
H.W. Elevation		



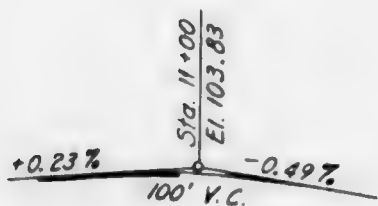
VICINITY MAP
No Scale

NOTE:

Bridge designed for HS 20 loading.



BENTS 1 & 3 BENT 2
TYPICAL SECTION



GRADE LINE DIAGRAM

APPROVED: _____ P.E.		OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION	
BRIDGE ENGINEER _____ P.E.		DEAD OX PUMP CANAL BRIDGE	
ASST. STATE HIGHWAY ENGINEER _____		DEAD OX PUMP CANAL BRIDGE SECTION	
DESIGNED _____		PIONEER RD. No. 917 ~ MALHEUR COUNTY	
DRAWN: MK _____		PRELIM. PLAN AND ELEVATION	
CHECKED _____		ACCOMPANIED BY DWG. _____	
REVIEWED _____		DATE: APRIL 1983	
CALC. BOOK _____		BRIDGE NO. 16632	
DATE	REVISION	SHEET 1 OF 1	
		DRAWING NO. 37179	



STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engineer

DATE: April 8, 1983

SUBJECT: Dead Ox Pump Canal Bridge Section
Pioneer Road
Malheur County

Enclosed are copies of letters from the Malheur County Court and Rural Road Assessment District identifying the need and requirement for a bridge over the Dead Ox Pump Canal on Pioneer Road.

Although the Court does not directly refer to rescinding the Plan Approval of February 2, 1983, it is agreed by all parties this has been done, by virtue of their request for bridge design.

P. F. Burnett, Project Manager, is to determine if a two span structure will be acceptable to the North Board, Owyhee Irrigation District and Rural Road Assessment District No. 3.

A handwritten signature in cursive script that reads "Roger C. Lang".

Roger C. Lang
Region Federal Aid Specialist

vt
Enc.

cc: E. M. Seuell
Jeff Wise
P. F. Burnett



The County of Malheur

Office of the County Court
COURTHOUSE

[503] 473-3123



APR 07 1983

RECEIVED
REGION 5 OFFICE

P.O. BOX 130
VALE, OREGON 97918

April 6, 1983

Mr. Roger Lang
Region Federal Aid Specialist
Highway Division
P. O. Box 850
La Grande, Oregon 97850

RE: Dead Ox Pump Canal Bridge

Dear Roger,

Because of objections from the Irrigation District about the amount of water flow through a culvert the Malheur County Court is requesting that a bridge be designed for the crossing. Apparently the culvert would be sufficient when the river is high but at low water it would not carry sufficient water for their pumps.

Malheur County has no objection to a two span bridge if it is needed. But the Ontario Road District and the Irrigation District should also be contacted.

Sincerely,

MALHEUR COUNTY COURT

E. M. Seuell

E. M. Seuell
Malheur County Judge

EMS:lp

*By P. F. Bennett
D. E. Seaman*

*For your info.
L. J. Seaman*

TELEGRAM MANAGEMENT SECTION
DH 1 ☐ DES ☒
S.M. ☐ MJK ☐ BMT ☐
APR 11 1933

REFERRED TO _____
ICR _____
F.L.E. P.M. FA LG.

Rural Road Assessment District No. 3

1127 S. W. 4TH AVENUE — P. O. DRAWER 99
ONTARIO, OREGON 97914

JEFFERY WISE
SUPERVISOR

SHOP ADDRESS:
ROUTE 2, BOX 1310
ONTARIO, OREGON 97914
PHONE (503) 889-5017

BU
Call for Judge
at 4:30 to 5:00
PETER I. NICHOLS
SECRETARY

March 22, 1983

☒ RE ☐ RCE ☒ RFE ☒ ROE
☒ RFA

MAR 24 1983

RECEIVED
REGION 5 OFFICE

Mr. Roger Long
Federal Aid Specialist
P. O. Box 850
La Grande, Oregon 97850

Dear Mr. Long:

Please refer to the Dead Ox Canal project.

As you know, the preliminary plans for a large conduit pipe have been rejected by the Federal agency over that irrigation system.

It is still our desire to have the old bridge replaced, and we need the federal aid assistance to do so.

If there is anything else we can do at this time to maintain steady progress toward completion of our intended goal, please let us know.

Yours very truly,

RURAL ROAD ASSESSMENT DISTRICT NO. 3

Jeff Wise/kr

Jeff Wise
Supervisor

JW/kr

Cy P. F. Burnett
D. E. Swan

For appt info

Long



STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTRA-OFFICE MEMO
LOC 19

TO: FILES

FROM: *H. S. Coulter*
H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 24, 1983 Bid Letting

DATE: March 21, 1983

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 24, 1983 on the following projects:

1. South 7th Street-Parkdale Drive (Grants Pass)
East Park Street, Josephine County
Grading and Paving

Two 12-foot lanes with 8-foot parking or 5-foot shoulders. An 8-foot bikeway is to be built on the river side, about half of which runs in the City Park. A 5-foot sidewalk is being constructed on the opposite side.

2. Courtney Creek Bridge
Halsey-Sweet Home Highway, Linn County
Structure

Bridge replacement. Roadway work incidental to approach widening. Twelve-foot lanes with 8-foot shoulders on structures.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "...footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

3. Dead Ox Pump Canal Bridge
Pioneer Road, Malheur County
Grading, Paving and Drainage

Existing structure is to be replaced with a 108-inch culvert pipe. Approaches have 12-foot lanes with 2-foot shoulders.

Same as No. 1.

Footpaths and Bicycle Trails - FILES
March 24, 1983 Bid Letting
Page 2

4. Jordan Creek Bridge
Arock Road, Malheur County
Structure Repair

Footpaths or bicycle trails are not incorporated in this project
as no new highway construction, reconstruction or relocation is
involved.

JWG:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION			1. FEDERAL-AID PROJECT NO. BROS-2300(6)
LETTER OF APPROVAL AND/OR AUTHORIZATION			2. STATE PROJECT NO. See below
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 20079	2A. COUNTY NAME Malheur	
6. TO Mr. H. S. Coulter State Highway Engineer Oregon State Highway Division Salem, Oregon			
7. DATE AUTHORIZATION EFFECTIVE 3-2-83	8. FEDERAL ROUTE NUMBER Non-Federal-aid	9. STATE ROUTE NUMBER County Road	
10. GENERAL LOCATION: Dead Ox Pump Canal Bridge Section			
11. GENERAL DESCRIPTION OF WORK Culvert			
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW			
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☐ OTHER (Specify)			
13. REMARKS As requested in Mr. Swan's letter of 2-14-83, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of \$66,000, F.F. \$52,800 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. I accept the certification of Mr. Rod Henry dated 2-11-83 that provisions of FHPM 7-5-1 have been complied with.			
14. DATE 3-2-83	15. SIGNATURE OF APPROVING OFFICIAL 		16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

RECEIVED STATE HWY ENGR	
MAR 7 '83	
REFER TO <i>Swan</i>	
FOR	
Info	File
SAC	SAC
C/D	C/D
U/R	U/R
SBR	SBR
A	A

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2023

Attention: Right-of-way Section

Subject: Federal Aid Project No. BR05-2300(4) Prefix 223-1997

Project Name Dead Ox Pump Canal Bridge #45C308
Pioneer Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

- ☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

- ☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

- ☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon, this 16 day of Feb, 1983

County of Madison

E. M. Jewell
County Judge/Chairman

W. C. Hammack
Commissioner

Louis J. McArthur
Commissioner

Certified By

Robert J. Menden
Regional Right-of-Way Supervisor

Date 2/22/83

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 14, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: ~~Original Signed By~~
D. E. Swan
D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Project Data Submission
Item No. 20079
Project No. BROS-2300(6)
Dead Ox Pump Canal Bridge Section
Malheur County

In Reply Refer to
File No.:

PRO 6

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on March 24, 1983.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of \$66,000 with an obligation of \$52,800 in Federal funds in accordance with the approved Certification Acceptance Plan.

DRH: 1b

Att.

cc Robert D. Hector (Region 5)
~~General Files~~



SUMMARY--BID SCHEDULE--COST ESTIMATE



OREGON STATE

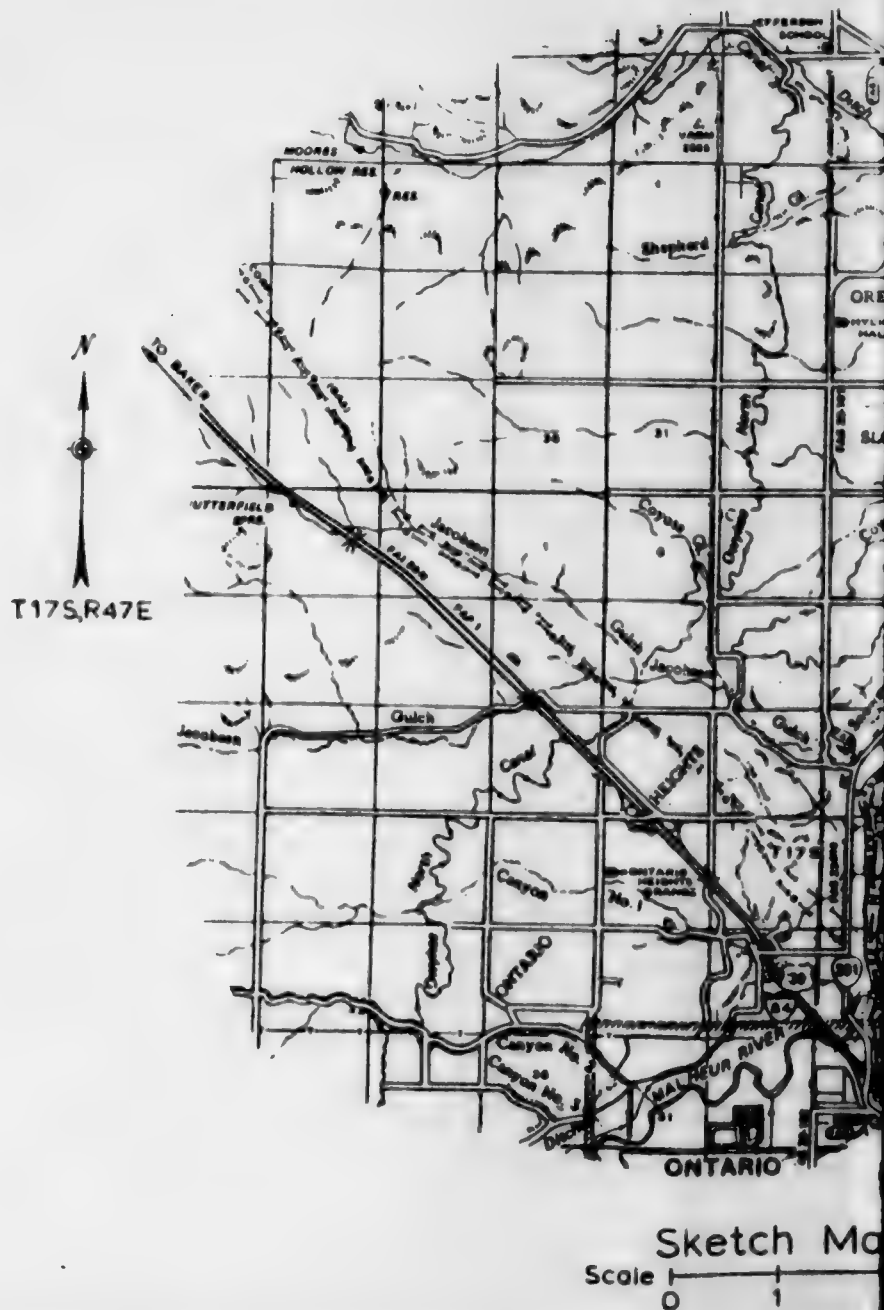
HIGHWAY DIVISION

Section		County		Sheet of		
Dead Ox Pump Canal Bridge Sec		Malheur		1 1		
Kind of Work		Length	Date	Name		
Culvert Installation		300 ft	1/26/83	Bergstedt		
No.	Item	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT. 2-2-83					
	THIS ENGINEERING ESTIMATE IS PRICED FOR					
	BID LETTING 3-24-83					
	Grading, Paving and Culvert					
	Mobilization		All	All	—	3,000 ⁰⁰
	Temporary Protection and Direction of Traffic		All	All	—	1,300 ⁰⁰
	Temporary Signs		Sq. Ft.	102	6 ⁰⁰	612 ⁰⁰
	Temporary Continuous Rail Traffic					
	Barriers Reflectorized		Lin. Ft.	50	8 ⁰⁰	400 ⁰⁰
	Flagmen		Hour	0	22 ⁰⁰	
	<u>Roadwork</u>					
	Removal of Bridges		All	All	—	6,000 ⁰⁰
	Embankment in Place		Cu. Yd.	2510		
	Granular Embankment		Cu. Yd.	2510	3 ⁰⁰	7,530 ⁰⁰
	Aggregate Base		Ton	675	9 ⁰⁰	6,075 ⁰⁰
	Class 'B' Asphalt Concrete		Ton	230	35 ⁰⁰	8,050 ⁰⁰
	108-inch Culvert Pipe		Lin. Ft.	104	110 ⁰⁰	11,440 ⁰⁰
	Guard Rail Type 2A		Lin. Ft.	313	15 ⁰⁰	4,695 ⁰⁰
	Guard Rail Anchors, Type 1		Each	4	300 ⁰⁰	1,200 ⁰⁰
	Rail End Pieces, Type C		Each	4	85 ⁰⁰	340 ⁰⁰
	Extra for Asphalt Approaches		Each	5	150 ⁰⁰	750 ⁰⁰
	Loose Riprap, Class 50		Cu. Yd.	110	18 ⁰⁰	1,980 ⁰⁰
	Multiple Mailbox Supports		Each	1	125 ⁰⁰	125 ⁰⁰

2-2-83

STATE OF O
DEPARTMENT OF TR
STATE HIGHWAY

DEAD OX PUMP CAN
CO. RD. (PIONE
MALHEUR CO



STATE OF OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

FOR PROPOSED PROJECT

DEAD OX LAMP CANAL BRIDGE SECTION (PIONEER ROAD) MALHEUR COUNTY

PRELIMINARY COPY
JAN 24 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

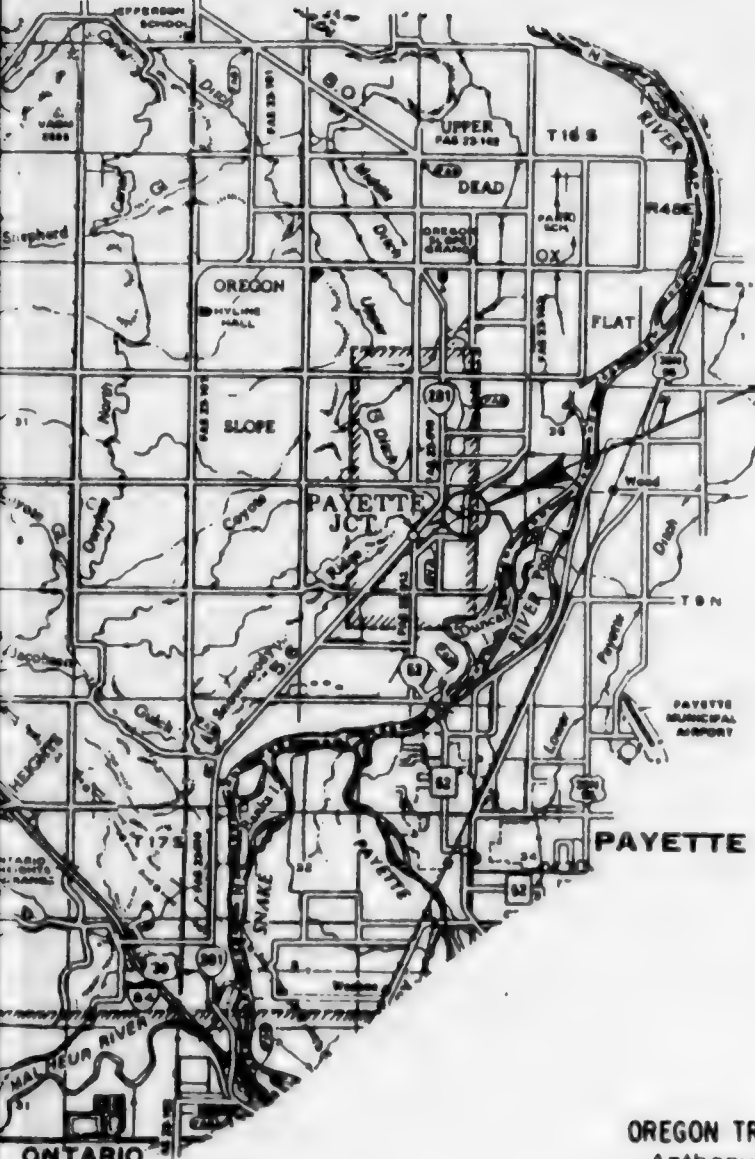
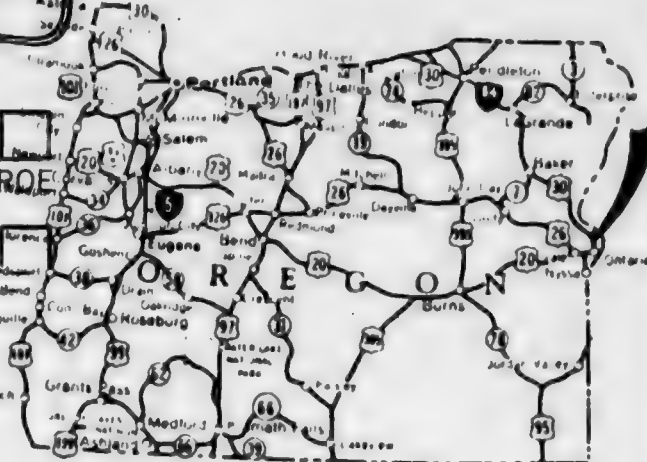
DEAD OX LAMP CANAL BRIDGE SECTION PIONEER ROAD MALHEUR COUNTY				SHEET No.
FIELD ROAD D. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR(05)

☐ RE ☐ RCE ☐ RME

☒ RFA FEB 08 1983

RECEIVED
REGION 5 OFFICE



PROJECT

APPROVED Feb. 2 1983

COUNTY COURT OF Malheur COUNTY

BY _____ COUNTY JUDGE

W. C. Hammack
COUNTY COMMISSIONER
Louis J. Weinstein
COUNTY COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE



H S Coulter



E S Hunter

STATE HIGHWAY ENGINEER

ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri CHAIRMAN
Tom Walsh VICE CHAIRMAN
Peter J Brix COMMISSIONER
Robert F. Dwyer COMMISSIONER
N B. Giustina COMMISSIONER
Fred D Miller DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED: _____
FIELD OPERATIONS ENGINEER DATE

Sketch Map
0 1 2 Miles

Section Head WA Lumu Lanal Bridge Programming Estimate \$ _____
Highway C Rd. (Pioneer Road) Project Length 30
County 1st hour Completion Time 90 calendar
Kind of Work Culvert Est. Comp. Date 7-23-
Prefix 223-1997 Letting Date March 24 82 Project No. BROS-2

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount \$ 53,322

Anticipated Additional Items:

Royalty Payment	_____
Permit Fees	_____
Slide Correction	_____
Railroad Protective Costs	_____
Other Railroad Costs	_____
Permanent Signing	_____
Permanent Pavement Striping	_____
Temporary Pavement Striping	<u>1,000</u> ✓
Remove Pavement Striping (Exist. & Temp.)	_____
Temporary Erosion Control	<u>1,500</u>
State Furnished _____	_____
Roadside Seeding & Mulching	<u>500</u>
Asphalt Cement Adjustment	_____
On the Job Trainees (\$0.80 x _____ hrs.)	_____
State Responsibility for Damages	<u>1,000</u>
Signal Controller Testing	_____
"OPTICOM" Testing	_____
Bikeway Signs	_____
Bikeway Striping & Legend	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
Adjust Utilities: _____	_____
_____	_____
_____	_____

\$ 4000

Subtotal \$ 57,322.00

Contingencies (4-1/2%) 2,579.40

Engineering XX (10%) 5,732.20

Subtotal \$ 65,633.60

Credit for _____

Estimated Net Authorization, Construction \$ 65,633.60

APPROVED

Road Design Engineer

2 cys to Roger Lang
2-4-83
Kertubay

Rev. 11/81

SUMMARY-BID SCHEDULE-COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION



Section		County		Sheet of		
Dood Ox Pump Canal Bridge Sec		Malheur		1 of 1		
Kind of Work		Length	Date	Name		
Culvert Installation		300 Ft	1/26/83	Bergstedt		
No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Grading, Paving and Culvert					
	COST ANALYSIS UNIT. 2-2-83					
	THIS ENGINEERING ESTIMATE IS PRICED FOR					
	BID LETTING 3-24-83					
	Mobilization		All	All	—	3,000 ⁰⁰
	Temporary Protection and Direction of Traffic		All	All	—	1,300 ⁰⁰
	Temporary Signs		Sq. Ft.	102	6 ⁰⁰	612 ⁰⁰
	Temporary Continuous Rail Traffic					
	Barriers Reflectorized		Lin. Ft.	50	8 ⁰⁰	400 ⁰⁰
	Flagmen		Hour	0	22 ⁰⁰	
	<u>Roadwork</u>					
	Removal of Bridges		All	All	—	6,000 ⁰⁰
	Embankment in Place		Cu. Yd.	2510		
	Granular Embankment		Cu. Yd.	2510	3 ⁰⁰	7,530 ⁰⁰
	Aggregate Base		Ton	675	9 ⁰⁰	6,075 ⁰⁰
	Class 'B' Asphalt Concrete		Ton	230	35 ⁰⁰	8,050 ⁰⁰
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	Rail End Pieces, Type C		Each	4	85 ⁰⁰	340 ⁰⁰
	Extra for Asphalt Approaches		Each	4	150 ⁰⁰	600 ⁰⁰
	Loose Riprap, Class 50		Cu. Yd.	110	18 ⁰⁰	1,980 ⁰⁰
	Single Mailbox Supports		Each	1	100 ⁰⁰	100 ⁰⁰



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: BROS-2300(4)
Dead Ox Pump Canal Bridge

Date: February 4, 1983

From: Division Administrator

Reply to
Attn. of: HBR-OR

To: Mr. E. S. Hunter, Asst State Hwy Engr for Tech Serv
Attn: Mr. Donald R. Adams, Final Design Engineer
Salem, Oregon

We have reviewed your preliminary submittal under Mr. Adam's
January 24, 1983 memorandum.

On sheet 3 the pipe proposed is a 108" culvert with sloped ends.
We believe a small collar is necessary around the sloped ends
to prevent culvert damage.

Please study this detail and forward us your detailed plans.

[Signature]
Dale E. Wilken

NOTED
E. S. HUNTER

cy
2-8-83

RECEIVED TECHNICAL SERVICE						
FEB 8 '83						
REFER TO <i>Adams</i>						
FOR						
Info	Inves	R/D	D/R	Spec	Eng	File

9681

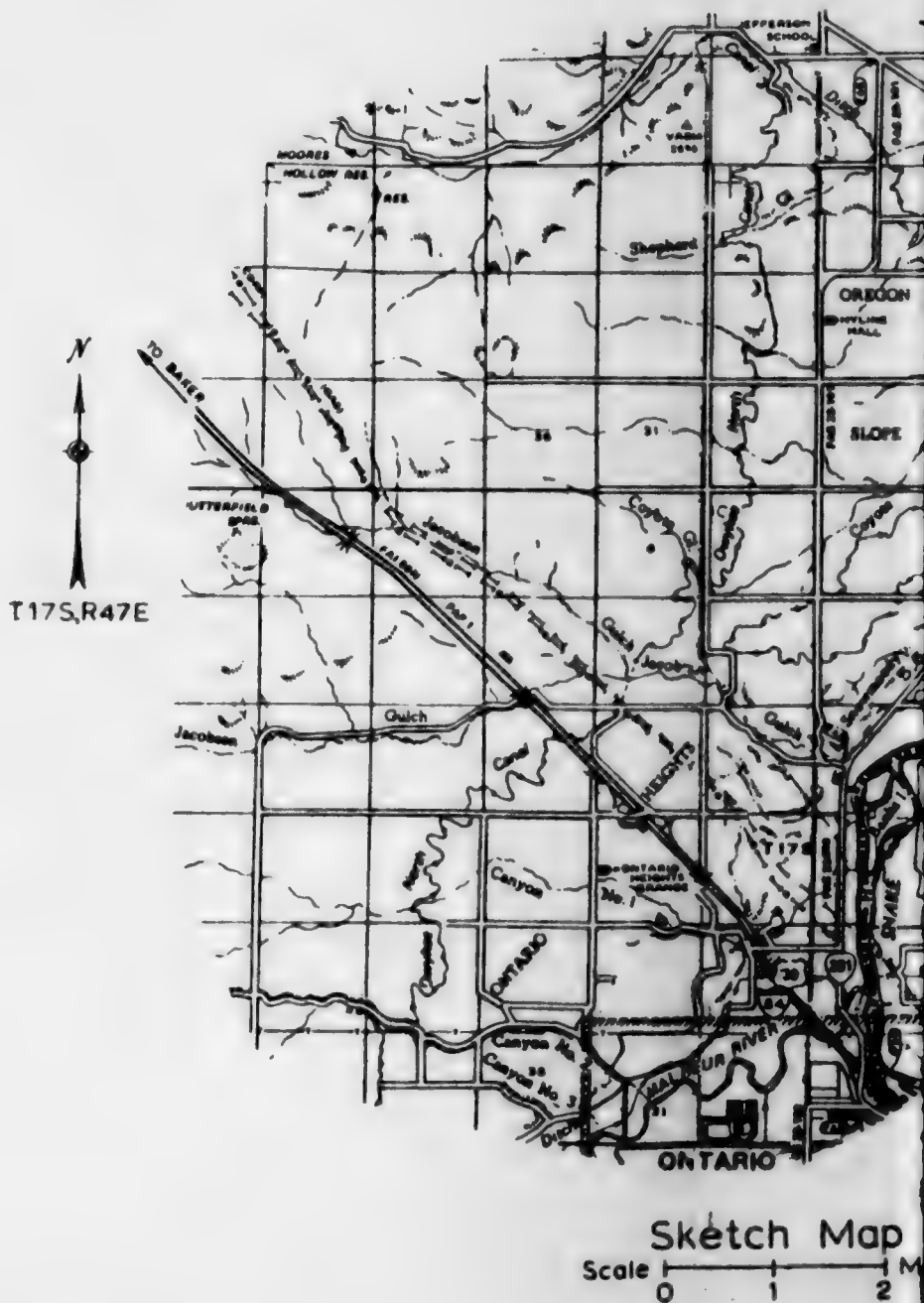
2-2-83

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Typical Sections
2A	Temp. Protection & Direction Of Traffic
3	Plan & Profile

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY

PLANS FOR PROPOSED

DEAD OX PUMP CANAL
CO. RD. (PIONEER)
MALHEUR COUNTY



E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

P CANAL BRIDGE SEC.

(PIONEER ROAD)

MALHEUR COUNTY

PRELIMINARY COPY

JAN 21 1983

SUBJECT TO CHANGE
FINAL DESIGN UNIT

DEAD OX PUMP CANAL BRIDGE SEC.
CO. RD. (PIONEER ROAD)
MALHEUR COUNTY

FED. ROAD DIST. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR(05)

☐ RE

☐ RCE

☐ RME

☒ RFA

FEB 08 1983

RECEIVED
REGION 5 OFFICE

☐ RE

☐ RCE

☐ RME

☐ RCE

☒ RFA

2

RECEIVED
REGION 5 OFFICE

PROJECT

APPROVED Feb. 2 19 83

COUNTY COURT OF Malheur COUNTY

BY _____ COUNTY JUDGE

W. C. Hammack

COUNTY COMMISSIONER

Louis J. McArthur

COUNTY COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE



H S Coulter

STATE HIGHWAY ENGINEER



E S Hunter

ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri

CHAIRMAN

Tom Walsh

VICE CHAIRMAN

Peter J. Brix

COMMISSIONER

Robert F. Dwyer

COMMISSIONER

N. B. Giustina

COMMISSIONER

Fred D. Miller

DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

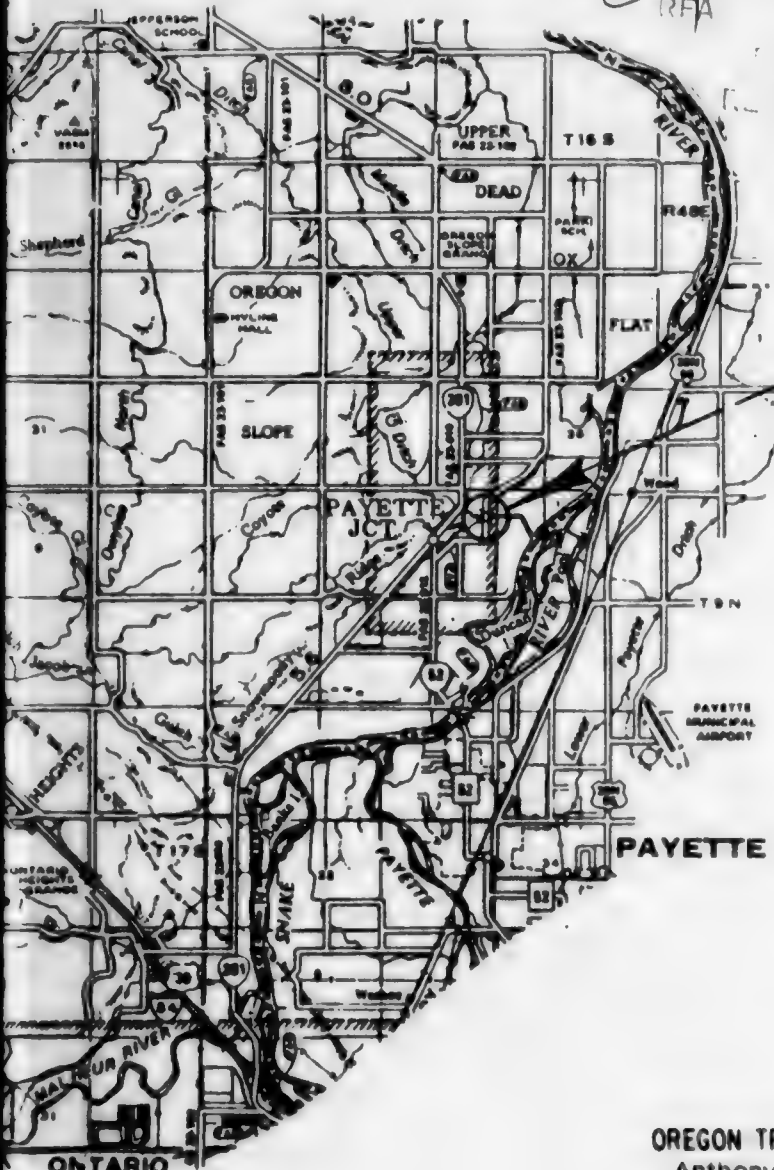
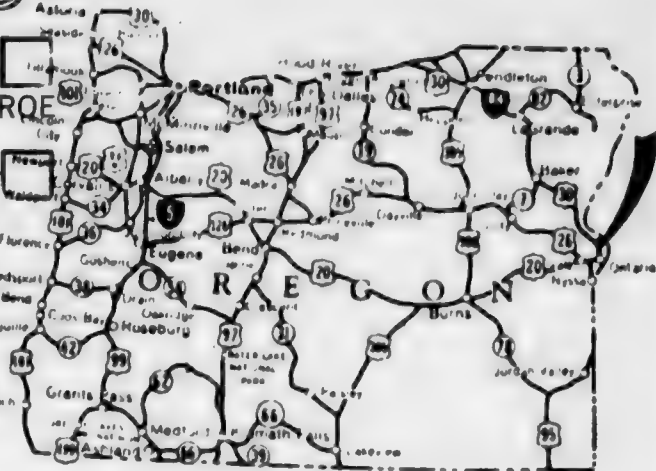
FIELD OPERATIONS ENGINEER

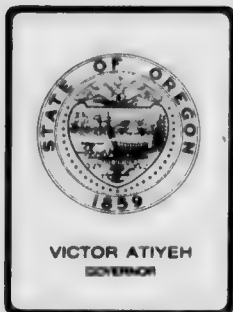
DATE

Sketch Map

0 1 2 Miles

ONTARIO





Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

January 28, 1983

The Hon. Ernest Seuell
Malheur County Court
251 B Street W
Vale, Oregon 97918

Dear Judge Seuell:

Re: Dead Ox Pump Canal Bridge Section, Pioneer Road

Enclosed are three copies of Preliminary Plans dated January 24, 1983 concerning replacement of the Dead Ox Pump Canal Bridge on Pioneer Road for your review and approval. These plans were developed through the "value engineering" concept in that the best benefit/cost was explored and pursued. Explanation of the concept is as follows:

	Replacement with bridge	Replacement with culvert
Estimated Cost	\$169,000+	\$171,000+
Local Share @ 20%	33,800	14,200
	DIFFERENCE \$19,600	

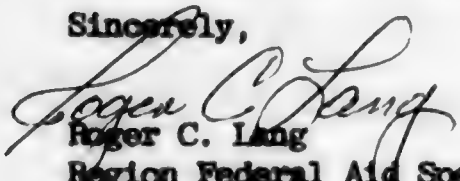
As you can see, the replacement of the bridge with a culvert shows the best benefit/cost in that a modern roadway section with guardrail will result in \$19,600 savings to the taxpayers of Malheur County while removing a deficient bridge from the County Road System.

Our present schedule calls for opening of bids on March 24, 1983.

Please examine the plans carefully and if the Court agrees to the project, please sign and date in the space provided. Return two copies to me for further processing, retain one copy for your records.

Do not hesitate to call me or Frank Burnett if you have any questions.

Sincerely,


Roger C. Lang
Region Federal Aid Specialist
RCL/vt
Enc.

Form 734-3123

cc: Jeff Wise, w/enc., D. E. Swan, P. F. Burnett

1681

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: <u>Dead Ox Pump Canal (Pioneer Rd.) Bridge</u>	Date <u>December 28, 1982</u>
Highway: <u>Pioneer Rd. #917</u>	Ten year Traffic Coefficient <u>6.4</u>
County: <u>Malheur</u>	18 kip s.a. per day <u>15</u>
Prefix: <u>223-1997</u>	R Value <u>12</u>
Project Manager: _____	Frost Penetration <u>24"±</u>
	CBE Total Requirement <u>20.0"</u>

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. Wearing Surface and Base - Class "B"	8.0"
<u>12.0"</u>	Aggregate Base	<u>12.0"</u>
16.0"		20.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.8"	Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5"	Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.

Location Engineer
Construction Engineer
Materials

Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist

— D. E. Swan

This is a short section to replace the existing structure on a County Road. County prefers A.C. Wearing Surface with Aggregate Base.

PROGRAM MANAGEMENT SECTION

DHM ☐ DES ☒ 
SHM ☐ MK ☐ DHH ☐

DEC 28 1982

REFERRED TO _____
FOR _____

FILE: PM FA LG.

DEAD OX PUMP CANAL BRIDGE SECTION
PIONEER ROAD NO. 917
MALHEUR COUNTY

NARRATIVE REPORT OF SURVEY

The purpose of this project is to remove a badly deteriorated timber bridge and in its place install a 9'-diameter Corrugated Metal Pipe (CMP) which will allow unrestricted canal waterflow. The construction site is approximately 10 miles from the city of Ontario, Malheur County, where Pioneer Road No. 917 crosses Dead Ox Pump Canal.

Dead Ox Pump Canal is primarily a man-made irrigation channel. Water comes from the Snake River flow and is picked up by a 188 cfs pump. Elevation of water depends on the water elevation of the Snake River and irrigation water is present throughout the year. Highest water elevation observed at the canal is about 6' below the top of the existing bridge or roadway. No serious bank erosion is visible within the vicinity of the existing bridge.

The existing bridge is a three span timber structure, 22' wide and 65' long. A note showing the components of the old bridge is included in the field note book. Due to the age of this structure, Malheur County does not plan to salvage the timbers from this structure. They do not feel the material is worth salvaging.

Additional Right-of-way will not be needed since road widening will be minimal (3' from both edges of the existing road and limited up to 100' from both ends of the existing bridge). Road will be closed during construction and no detour will be needed. The nearest route from one end of the bridge to the other is about 4 miles in length.

No utilities will be affected by this proposed culvert installation.

Soil and water samples have been sent to Salem laboratory to determine PH values. Results of these tests will be submitted to location section later.

Unit costs used for cost estimate were obtained from construction cost unit. Please note that proposed culvert unit price is for coated pipe.

Recommend making the fill in canal from granular material. We have shown this Embankment in Place of 2,400 cu. yds. to be paid by cu. yd. If this material is imported to site, this would probably be paid in truck measure. This would eliminate need for remeasure.

There is a State controlled material source approximately 1/2 mile off the Olds Ferry-Ontario Highway opposite MP 22. This would be a good source for granular material. This pit is called the Mosso Pit, source 23-60-5. This source is approximately 3 miles from proposed Dead Ox Pump Canal Crossing.


P. F. Burnett

Project Manager



U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Malheur County
Sufficiency Rating & SI&A FHWA Computer Run
Malheur River (#45C141) Little Valley
Dead Ox Pump Canal (#45C308)
Date: September 30, 1982

From: Division Administrator
Reply to
Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. John Wood, Structure Maintenance Engineer

Attached are the two computer runs showing the sufficiency ratings
for:

Malheur River (Little Valley) Bridge #45C141
Sufficiency rating 13.0

Dead Ox Pump Canal-Pioneer Bridge #45C308
Sufficiency rating 15.3

Both of these structures are eligible for Bridge Replacement Funds.

Attachments:
Computer Runs

For *H. S. Coulter*
Dale E. Wilken

*orig
w/act*

RECEIVED STATE HWY ENGR						
OCT 1 '82						
REFER TO FOR						
Info	Invs	R/D	D/R	Sign	Act	File

June 15, 1982

Malheur County Court
Courthouse
Vale, OR 97918

AGR 4-2

Attention: Robert Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 211

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Dead Ox Pump Canal (Pioneer Road) Bridge in Malheur County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkc

Attachment

bc: Don Harwell (agreement attached)

June 11, 1982

ACC

The Honorable E. H. Seuell
Judge, Malheur County Court
Courthouse
251 E Street West
Vale, Oregon 97515

Dear Judge Seuell:

We have received Federal Highway Administration (FHWA) approval of the preliminary engineering (PE) phase of the Road 1 x Pump Canal Bridge replacement project on Pioneer Road in Malheur County.

As described in our Agreement No. 7400, the County should now submit an advance deposit so that we may begin work:

Estimated Preliminary Engineering Cost	\$21,600
Less: Free Bridge Design to County	5,000
Basis for Computation of County Share	\$16,600

COUNTY SHARE: 20% of \$16,600 = \$3,320

Please submit your P.E. advance deposit in the amount of \$3,320. You may use one of the three options for payment described on the attached sheet.

Per Fay Pitts
CHK rec'd
6-25-82
Kethaway

Very truly yours,

ORIGINAL SIGNATURE

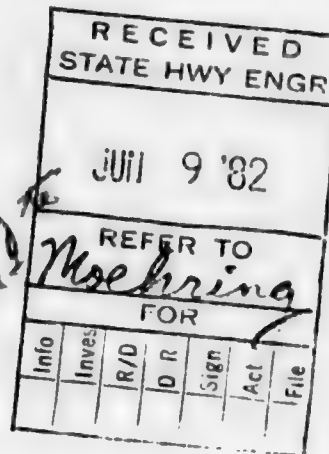
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

ENC:ef
Attachment

bcc w/AD # 82-50: Roger Lang, Region 5
Vern Skoog - Please return completed AD # 82-50
when advance deposit is received.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. BROS-2300(4)
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See below
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 20079	2A. COUNTY NAME Mulheur
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon		
7. DATE AUTHORIZATION EFFECTIVE 6/9/82	8. FEDERAL ROUTE NUMBER Non Federal-aid	9. STATE ROUTE NUMBER County Road
10. GENERAL LOCATION: Dead Ox Pump Canal (Pioneer Road) Bridge Section		
11. GENERAL DESCRIPTION OF WORK Preliminary Engineering		
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC \$21,600 ☐ ACQUISITION OF RIGHT-OF-WAY F.F \$17,280 ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☐ OTHER (Specify)		
13. REMARKS As requested by Mr. Swan's PEA dated 5/25/82.		
14. DATE 6/9/82	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator



NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME

Dead Ox Pump Canal (Pioneer Rd.) Bridge Section

HIGHWAY NAME

Pioneer Rd. # 917

HIGHWAY NUMBER

n/a

REGION

5

ADMINISTRATIVE DISTRICT

14

COUNTY

Malheur

CITY

n/a

LENGTH

MILEPOST NUMBER

TO



RURAL



URBAN

LOCAL GOVERNMENT PROJECT?



YES



NO

IF YES, UNIT OF GOVERNMENT

Malheur Co./Road Dist. #3

TYPE OF FUNDS



FAI



FAP



FAS



STATE



FAUS



OTHER

HBR

METHOD OF CONSTRUCTION



CONTRACT



STATE FORCE



OTHER

TYPE OF WORK



GRADING



PAVING



STRUCTURE



SIGN



SIGNAL



ILLUMINATION



ROADSIDE IMPROVEMENT



OTHER

PROJECT DESCRIPTION

Remove existing substandard timber structure, replace with prestressed reinforced concrete slab span, utilizing steel girders furnished by Road District (if suitable).

County requests we look at possibility of replacing structure with large culvert (or multiples) or RCBC with embankment fill and asphalt cement surfacing. Use the most cost effective replacement.

Road may be closed during construction. Minimal out of direction mileage does not warrant cost of detour construction.

1. Verslopp ✓
2. Anderson ✓
3. Adams ✓
4. Sullivan ✓
5. Torgler ✓
6. Torgler ✓
7. Torgler ✓
8. Wakarusa ✓
RECEIVED
JUL 7 1982
ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

250 (estimate)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
		☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
n/a	AASHTO	☐ LIGHT	☐ MEDIUM	☐ HEAVY

tangent section, basic flat grade

APPROVED

Frank E. Roper

Location Engineer

Date 5/26/82

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 11 ft	2 - 11 ft.
SHOULDERS	— — —	2 - 3 ft.
MEDIANS		— —
PARKING LANES		— —
SIDEWALKS		— —
BIKEWAYS		
INTERCHANGES		Bicycles may use 3 Ft. shoulders.
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☒	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☒	☐	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☒	☐	☐
Stream <u>Dead Ox Pump Canal</u>	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☒	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition n/a	☐	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition n/a	☐	☐	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐
Type _____			

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis Alternates requested	☒	☐	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review with County & Road District	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY n/a	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	—
CORRIDOR APPROVAL	()	—
FIELD SURVEY	()	1
PRELIMINARY DESIGN	()	—
DESIGN APPROVAL/FINAL EIS	()	—
RIGHT-OF-WAY DESCRIPTIONS	()	—
RIGHT-OF-WAY ACQUISITION	()	—
P.S. & E. DOCUMENTS	()	3

RECOMMENDED CONSTRUCTION DATE

(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Construct approach in excavated area	X	

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	16,500.	21,600
RIGHT OF WAY	- -	
TRAFFIC CONTROL	- -	1,000
ILLUMINATION	- -	
STRUCTURES 28' x 90'	110,880.	116,000
RAILROAD	- -	
ROADWAY	10,000.	10,000
OTHER <u>Bridge Removal</u>	- -	5,000
ENGINEERING & CONTINGENCIES	44,352.	48,000
PROJECT TOTAL	181,732.	201,600

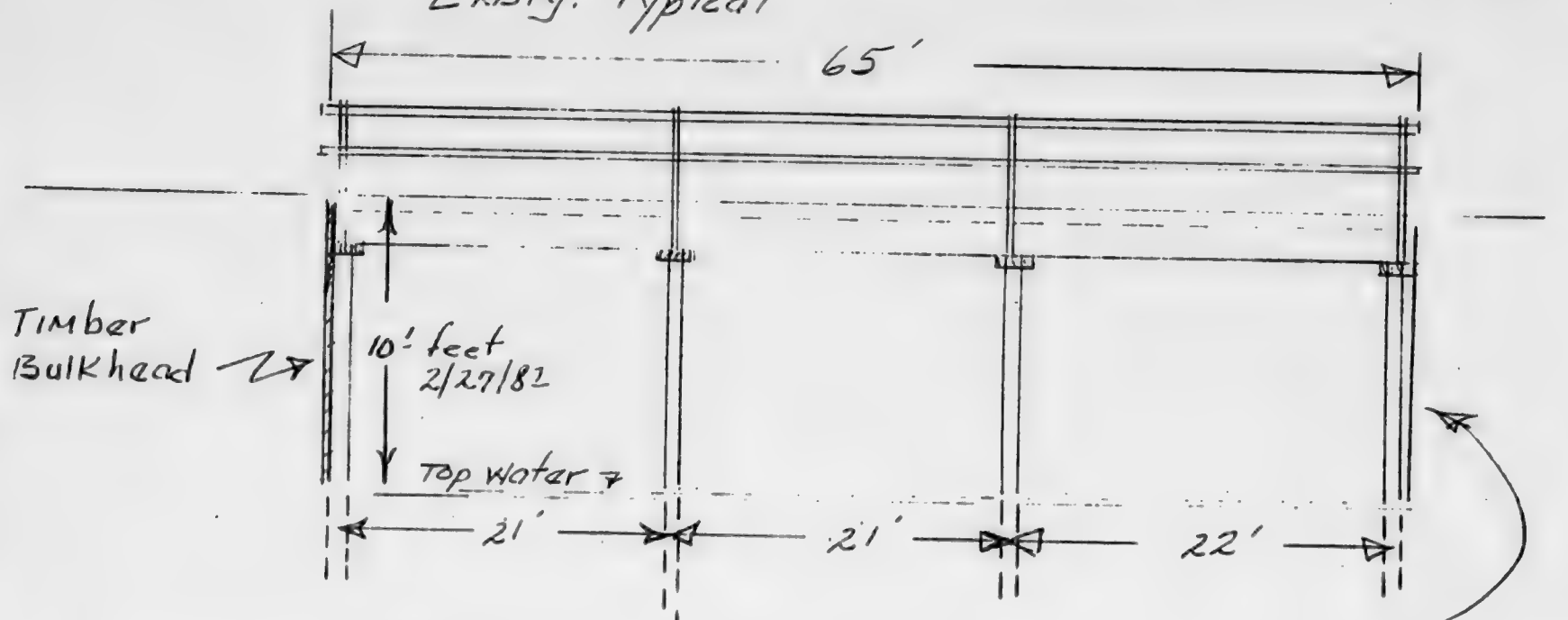
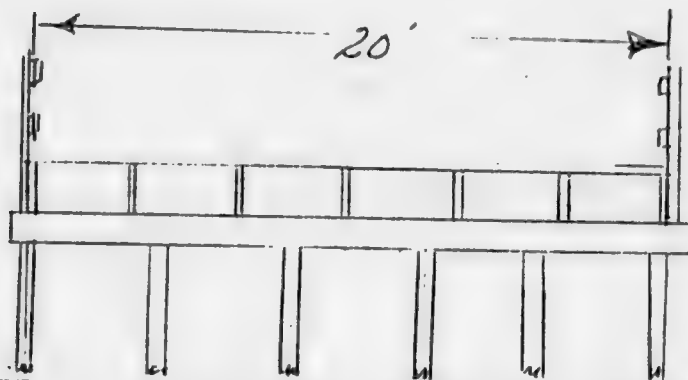
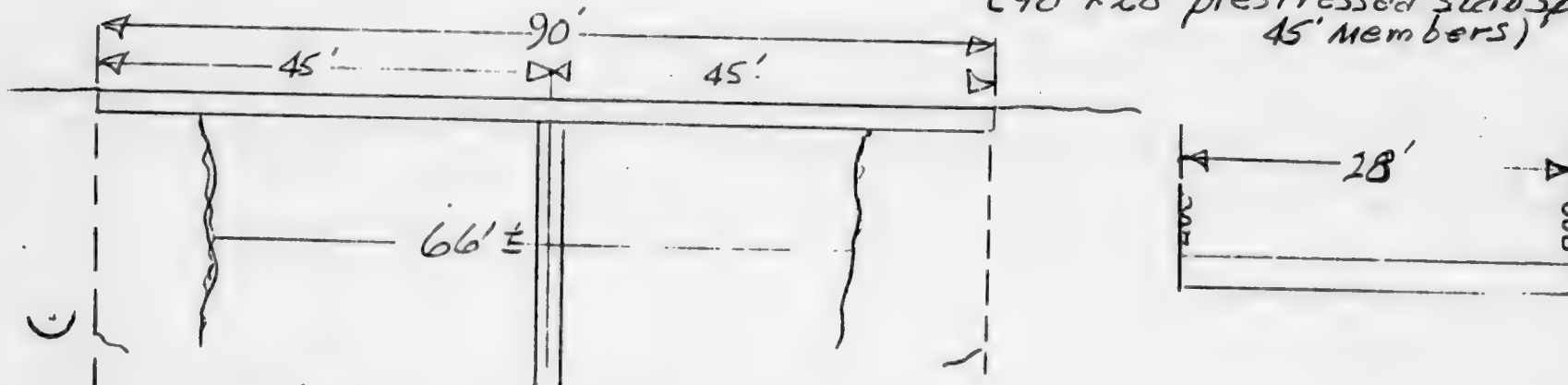
SUBMITTED BY

Logan C. Lang

OREGON STATE HIGHWAY DIVISION

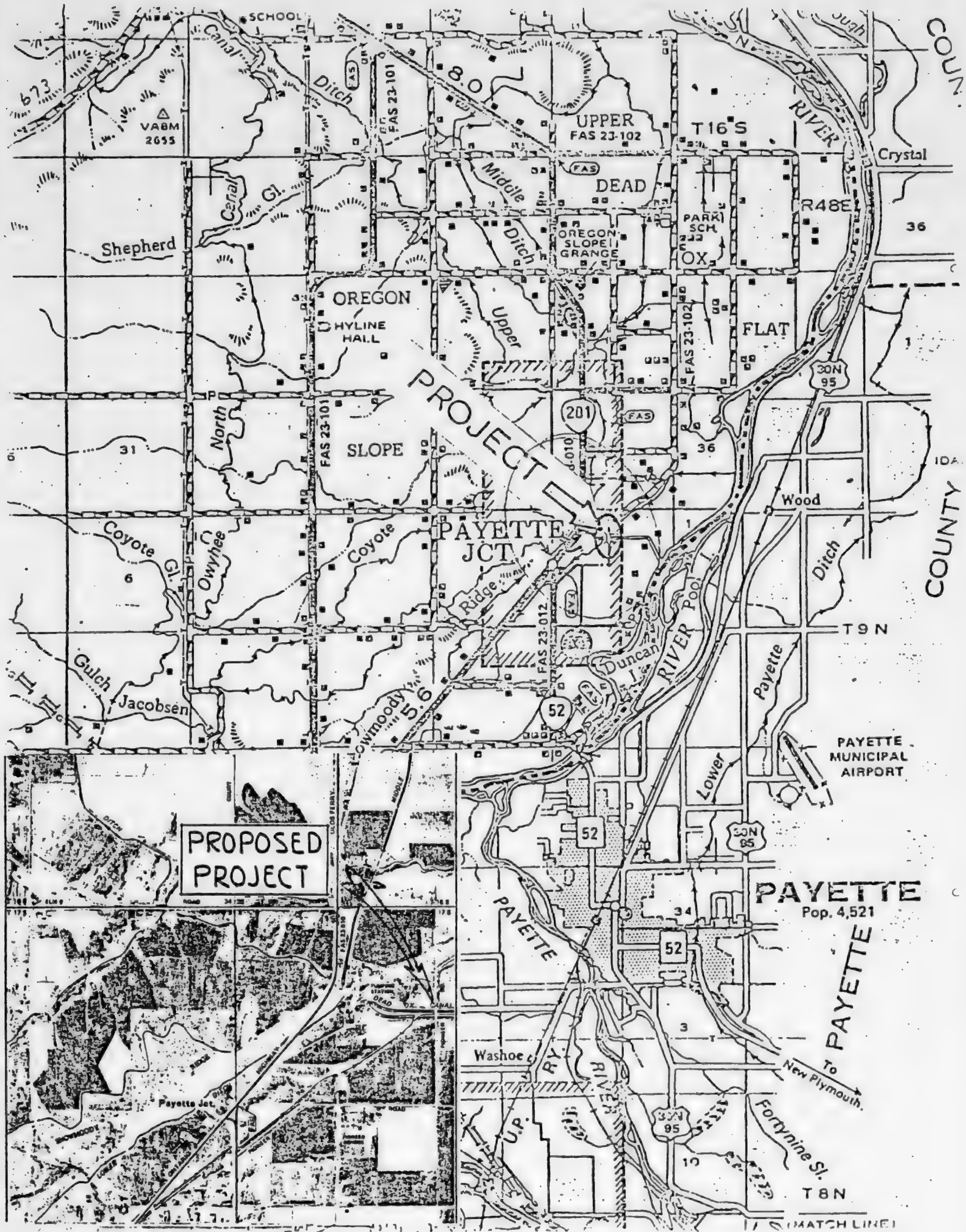
Calculations for **DEAD OX PUMP CANAL BR.** (Br. No. 45C308)

Made by 19..... Checked by 19..... Backchecked by 19.....

Existg. Typical*Depth of water unknown.**Metal Bulkhead (old guard rail Sect.)**Proposed Typical Section**(90' x 28' prestressed slab span, 45' members)*

*unstable soil conditions
dictate longspanning bridge.
Vertical poured in place end bents
vs. pile w/ wrap slopes*

*note: Explore use of culverts
as possible alternates*



PROPOSED
PROJECT

PAYETTE
Pop. 4,521

TO
PAYETTE

New Plymouth

Forty-nine St.

T 8 N

(MATCH LINE)

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
4/26/82

PREFIX

1 - IDENTIFICATION

PROJECT NAME

Dead Ox Pump Canal (Pioneer Rd.) Bridge Section

HIGHWAY NAME

Pioneer Rd. # 917

HIGHWAY NUMBER

n/a

REGION

5

ADMINISTRATIVE DISTRICT

14

COUNTY

Malheur

CITY

n/a

LENGTH

MILEPOST NUMBER

TO

☐ RURAL

☐ URBAN

LOCAL GOVERNMENT PROJECT?

☒ YES

☐ NO

IF YES, UNIT OF GOVERNMENT

Malheur Co./Road Dist. #3

TYPE OF FUNDS

☐ FAI

☐ FAP

☐ FAS

☐ STATE

☐ FAUS

☐ OTHER

HBR

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☐ GRADING

☐ PAVING

☒ STRUCTURE

☐ SIGN

☐ SIGNAL

☐ ILLUMINATION

☐ ROADSIDE
IMPROVEMENT

☐ OTHER

PROJECT DESCRIPTION

Remove existing substandard timber structure, replace with prestressed reinforced concrete slab span, utilizing steel girders furnished by Road District (if suitable).

County requests we look at possibility of replacing structure with large culvert (or multiples) or RCBC with embankment fill and asphalt cement surfacing. Use the most cost effective replacement.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

250 (estimate)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
		☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐
DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS					
n/a		☐ LIGHT		☐ MEDIUM		☐ HEAVY	

tangent section, basic flat grade

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES		
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☒	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☒	☐	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☒	☐	☐
Stream <u>Dead Ox Pump Canal</u>	☒	☐	☐	Dept. of Geology & Min. Ind.	☒	☐	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition n/a	☐	☐	☐	DEQ NPS Water Pollution	☐	☐	☒
Complex Acquisition n/a	☐	☐	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☐
Environmental Assessment	☒	☐	☐
Categorical exclusion	☐	☒	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing	☐	☒	☐
Borrow Source	☐	☐	☒
Material Source	☐	☐	☒
Utilities	☐	☒	☐

Type _____

Hydraulics Stud.

Soils Investigation

Airport Clearance

Economic Analysis
Alternates requested

Requires Field Survey

Old Survey Available

Requires Vicinity Map

Requires Photogrammetry

Requires Reconnaissance Survey

Reconnaissance Available

Design Review
with County & Road District

YES	NO	MAYBE
☒	☐	☐
☒	☐	☐
☐	☒	☐
☒	☐	☐
☒	☐	☐
☐	☒	☐
☒	☐	☐
☐	☒	☐
☐	☒	☐
☐	☒	☐
☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY n/a	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

RECONNAISSANCE SURVEY

DRAFT ENVIRONMENTAL IMPACT STATEMENT

CORRIDOR APPROVAL

FIELD SURVEY

PRELIMINARY DESIGN

DESIGN APPROVAL/FINAL EIS

RIGHT-OF-WAY DESCRIPTIONS

RIGHT-OF-WAY ACQUISITION

P.S. & E. DOCUMENTS

FLOAT

ACTIVE

RECOMMENDED CONSTRUCTION DATE

(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Construct approach in excavated area	X	

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	16,500.	
RIGHT OF WAY	- -	
TRAFFIC CONTROL	- -	
ILLUMINATION	- -	
STRUCTURES	110,880.	
RAILROAD	- -	
ROADWAY	10,000.	
OTHER	- -	
ENGINEERING & CONTINGENCIES	44,352.	
PROJECT TOTAL	181,732.	

SUBMITTED BY

Logan C. Lang



Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

ENV 3

May 7, 1982

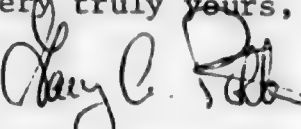
Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Dead Ox Pump Canal Bridge
Pioneer Road
Malheur County
BROS-2300(4)

Dear Mr. Wilken:

Attached is an environmental project classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the new Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,


Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments (3)

CONCURRED

for Division Administrator Date

ENVIRONMENTAL SECTION
May 21, 1982

cc: J. B. Boyd (3)
J. H. Verseteeg
B. L. Gifford
L. E. George
D. H. Moehring
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs
Unit
Phil Lewellyn
Surfacing Desig
Bob Hector
Dale Hiatt
Vernal Moore
John Preston
Don Keyes

RECEIVED

MAY 11 1982

(DOP0001)
OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Dead Ox Pump Canal (Pioneer Rd.) Bridge Date April 26, 1982
 Highway Pioneer Rd. # 917 Authorization No. 1
 County Malheur #23 Survey Prefix 223-1997
 (Assigned by Salem office)

Description of termini, route, length, etc.:

At the crossing of Pioneer Road over Dead Ox Pump Canal approximately $\frac{1}{2}$ mile NE of
 Payette Jct. in Malheur County.

Proposed:

Replace the existing structure with either a new structure or culvert(s).

Purpose of Survey:

Perform all necessary work to prepare Plans, Specifications, & Estimate for a construction contract.

Estimate of Cost:

Project Manager	(901)	\$6,000
Final Design	(905)	1,000
R/W Liaison	(913)	250
Utility Liaison	(914)	250
Program Management	(920)	250
Specifications	(921)	2,000
Environmental Section	(923)	250
Structural Foundations	(926)	4,500
Bridge Design for Counties	(927)	5,000
Hydraulics	(937)	2,000
Adm. Serv. (Eng.)	(922)	100

Estimate of cost:

on HIP FY 83 - 192,200 MCR 05

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

LOCATION
SECTION

Total estimated cost of survey \$21,600
 Previous authorization
 Additional authorization requested
 Additional authorization approved (Salem)
 Total all authorizations approved (Salem)

Requests made by:

Logan C. Long
 Federal Aid Specialist

Recommended for Approval:

Michael L. Miller
 Regional Engineer

Recommended for Approval:

Frank E. Persim
 Location Engineer

Approved:

Ed Hunter
 Assistant State Highway Engineer



AUTHORITY FOR SURVEY

Wood Ox Pump Canal (Pioneer Rd.) Bridge
Pioneer Rd. #917
Malheur County

	Estimate of Cost
Field Survey	(901) 6,000.
Citizen Participation	(902) _____
City or County	(903) _____
Consultant	(904) _____
Final Design	(905) 1,000.
Bridge Design	(906) _____
Preliminary Design	(907) _____
R/W Descriptions	(909) _____
Soils and Geology	(910) _____
Traffic	(911) _____
Landscape	(912) _____
Liaison	(913) 250.
Utility	(914) 250.
Photogrammetry	(916) _____
Location Studies	(918) 2,000.
Engr. Graphics	(919) _____
Office Engineer	(920) 250.
Specifications	(921) 2,000.
Environmental	(923) 250.
Foundation Exploration	(926) 4,500.
Free Bridge Design	(927) 5,000.
Seminars	(950) _____
Hearings	(980) _____
Equal Opportunity	(985) _____
Advisory Committees	(986) _____
Adm Serv. (Engr.)	(922) 100

21,600

21,600
5000

16,600.20

3320



STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operations Programming Engineer

DATE: April 26, 1982

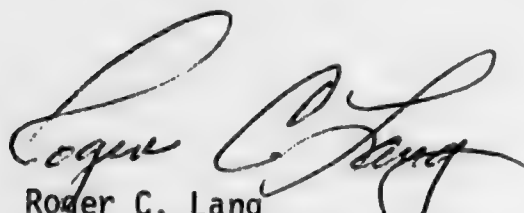
SUBJECT: Dead Ox Pump Canal Br. Sec.
Pioneer Rd., No. 917
HBR, Off-System Project
Malheur County

Enclosed is project request as received from Malheur County concerning the Dead Ox Pump Canal Bridge which appears on page 73 of the adopted Six Year Highway Improvement Program for F.Y. 1983.

Also enclosed is copy of Project Classification (original being forwarded to the Environmental Unit), Authority for Survey showing anticipated preliminary engineering costs, and Location Prospectus.

You will note this project submission is a "joint venture" with Road District #3 and the County Court both signing the request. It is felt the project agreement should be made with Malheur County as the Road Districts operate under authority granted by the County Court.

Please take the necessary steps to obtain approval of this project.


Roger C. Lang
Region Federal Aid Specialist

RCL/lm
Enc.

cc: Hon. E. M. Seuell
Jeff Wise, Rd. Dist. #3
P. F. Burnett, w/cy.request

cc: dep. in

Wifford

C&A # 7692

Agreement to typist 5-5-82.

no prefix yet.

4 hours

PROGRAM MANAGEMENT SECTION
230
MHO
MHO
MHO
APR 28 1982
RECEIVED 10
FOR
LTC PM LV LG

FEDERAL AID PROJECT REQUEST

Date February 26, 1982

Applicant Agency Malheur County
 Request for: Off-System ☐ FAS-C ☐ FAUS ☐ Project ☒ HBR
 Federal Aid Route No. N/A Route Name Pioneer Rd. No. 917
 Project Name Dead Ox Pump Canal (Pioneer Rd) Br. Sec.

Project Length 0.1 mile + Project Location (Attach sketch map) 
 Project Description Construct prestressed reinforced concrete slab span structure.

Average Daily Traffic 250 (estimate) Design Speed _____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders 2' ±
 Medians N/A Parking N/A
 Sidewalks NONE
 Remarks _____

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2 Shoulders 3'
 Medians N/A Parking N/A
 Curbed NONE Length Curb Radii N/A
 Sidewalk/Bikeway NONE, low pedestrian & bike traffic does
 Remarks NOT WARRANT COST OF CONSTRUCTION.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes _____ No ☒

3. Will additional right-of-way be needed? Yes _____ No ☒

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____

Remarks Road may be closed during construction. Minimal out of direction mileage does not warrant cost of detour construction.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA APR 26 1982 ☐

RECEIVED
REGION 5 OFFICE

2. Proposed Signalization:

Location None
Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks _____

3. Permanent Signing:

Include in project or by applicant? By Applicant if necessary.

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type _____
Remarks _____

V. STRUCTURE DATA

Br. No. 45C308

1. Existing Structure:

Location 0.7 mile Northerly of Pioneer School
Type Timber w/AC wearing surface
Approach Roadway Width 22' Shoulder Width 2'
Length 65' Width 19'
To remain in place? No.

2. Proposed Structure:

Location Same as above
Approximate Size: Length 90' Width 28'

Are sidewalk/bikeways desired: No, rural location & low usage does not warrant construction.

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Yes. Unstable soil conditions require lengthening of the structure.

Remarks Dead Ox Pump Canal supplies water to North Board, Owehee Irrigation District. Present pump capacities 188 cfs.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____

Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. <u>Citizen Involvement</u>	<u>Jeff Wise, Ontario Rd. Dist. #3</u>
2. <u>Environmental</u>	" " Office " " "
3. <u>Public Hearing</u>	" " Office " " "
	Office

Remarks Minimal Action Plan Involvement is anticipated as NO R/W acquisition is involved.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant _____ State X Consultant _____

3. Will applicant perform any work prior to or after award of contract?

Yes _____ No X

If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	\$ <u>10,000</u>
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
* Structures	<u>155,232</u>
Railroad	_____
Other	_____
Preliminary engineering	<u>16,500</u>

* includes 40% Engr & Carting. PROJECT TOTAL \$ 181,730

Remarks Free bridge design is requested by County under ORS 369.210. Early preliminary engineering is requested.
Ontario Rd. Dist. requests study to determine if culvert & fill would be more cost effective. High Ph factor in soil may not allow this option. (Note: 5000 Free Br. Design not shown above)
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

~~CITY OF~~ ONTARIO ROAD DIST. #3 and/or MALHEUR COUNTY

BY [Signature] (Chairman) BY Judge E. M. Sull

BY [Signature] (superintendent) BY [Signature]

BY [Signature]

Remarks: Rural Road Dist. #3 requests study to determine if the structural beams they own could be use in construction to help reduce overall project cost. If steel is used, but most of it is in good shape.

pieces (10) I Beams
length 71"
height 36"
thick 1"
flange 12"

(1976)

pieces (5) I Beams
length 52"
height 33"
thick 1"
flange 4-11"

pieces (14) H Beams
length 16'
height 10"
flange 10"
thick 3/8"

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
4/26/82

PREFIX

1 - IDENTIFICATION

PROJECT NAME

Dead Ox Pump Canal (Pioneer Rd.) Bridge Section

HIGHWAY NAME

Pioneer Rd. # 917

HIGHWAY NUMBER
n/a

REGION
5

ADMINISTRATIVE DISTRICT
14

COUNTY
Malheur

CITY
n/a

LENGTH

MILEPOST NUMBER

TO

☐ RURAL

☐ URBAN

LOCAL GOVERNMENT PROJECT?

☒ YES

☐ NO

IF YES, UNIT OF GOVERNMENT

Malheur Co./Road Dist. #3

TYPE OF FUNDS

☐ FAI

☐ FAP

☐ FAS

☐ STATE

☐ FAUS

☐ OTHER

HBR

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☐ GRADING

☐ PAVING

☒ STRUCTURE

☐ SIGN

☐ SIGNAL

☐ ILLUMINATION

☐ ROADSIDE
IMPROVEMENT

☐ OTHER

PROJECT DESCRIPTION

Remove existing substandard timber structure, replace with prestressed reinforced concrete slab span, utilizing steel girders furnished by Road District (if suitable).

County requests we look at possibility of replacing structure with large culvert (or multiples) or RCBC with embankment fill and asphalt cement surfacing. Use the most cost effective replacement.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

250 (estimate)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
		☐	☐	☐	☐	☐	☐
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐
DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS					
n/a		☐ LIGHT		☐ MEDIUM		☐ HEAVY	

tangent section, basic flat grade

3 - FEATURES

	EXIST.	NUMBER AND WIDTH	USED NUMBER AND WIDTH
TRAVEL LANES			
SHOULDERS			
MEDIANS			
PARKING LANES			
SIDEWALKS			
BIKEWAYS			
INTERCHANGES			
OTHER:			

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☒	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☒	☐	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☒	☐	☐
Stream <u>Dead Ox Pump Canal</u>	☒	☐	☐	Dept. of Geology & Min. Ind.	☒	☐	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition n/a	☐	☐	☐	DEQ NPS Water Pollution	☐	☐	☒
Complex Acquisition n/a	☐	☐	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

		NO	MAYBE			YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐	
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐	
Categorical exclusion	☐	☒	☐	Airport Clearance	☐	☒	☐	
Statewide Assessment	☐	☒	☐	Economic Analysis	☒	☐	☐	
Negative Declaration	☐	☒	☐	Alternates requested	☒	☐	☐	
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐	
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐	
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐	
Public Hearing	☐	☒	☐	Requires Photogrammetry	☐	☒	☐	
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐	
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐	
Utilities	☐	☒	☐	Design Review	☒	☐	☐	
Type				with County & Road District				

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY n/a	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	
CORRIDOR APPROVAL	()	
FIELD SURVEY	()	
PRELIMINARY DESIGN	()	
DESIGN APPROVAL/FINAL EIS	()	
RIGHT-OF-WAY DESCRIPTIONS	()	
RIGHT-OF-WAY ACQUISITION	()	
P.S. & E. DOCUMENTS	()	

RECOMMENDED CONSTRUCTION DATE

(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Construct approach in excavated area	X	

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	16,500.	
RIGHT OF WAY	- -	
TRAFFIC CONTROL	- -	
ILLUMINATION	- -	
STRUCTURES	110,880.	
RAILROAD	- -	
ROADWAY	10,000.	
OTHER	- -	
ENGINEERING & CONTINGENCIES	44,352.	
PROJECT TOTAL	181,732.	

SUBMITTED BY

Logan C. Lang

AUTHORITY FOR SURVEY
Dead Ox Pump Canal (Pioneer Rd.) Bridge
Pioneer Rd. #917
Malheur County

	Estimate of Cost
Field Survey	(901) 6,000.
Citizen Participation	(902) _____
City or County	(903) _____
Consultant	(904) _____
Final Design	(905) 1,000.
Bridge Design	(906) _____
Preliminary Design	(907) _____
R/W Descriptions	(909) _____
Soils and Geology	(910) _____
Traffic	(911) _____
Landscape	(912) _____
Liaison	(913) 250.
Utility	(914) 250.
Photogrammetry	(916) _____
Location Studies	(918) 2,000.
Engr. Graphics	(919) _____
Office Engineer	(920) 250.
Specifications	(921) 2,000.
Environmental	(923) 250.
Foundation Exploration	(926) 4,500.
Free Bridge Design	(927) 5,000.
Seminars	(950) _____
Hearings	(980) _____
Equal Opportunity	(985) _____
Advisory Committees	(986) _____

OREGON STATE HIGHWAY DIVISION

Calculations for

DEAD OX PUMP CANAL EST. (Br. No. 45C308)

Made by

By

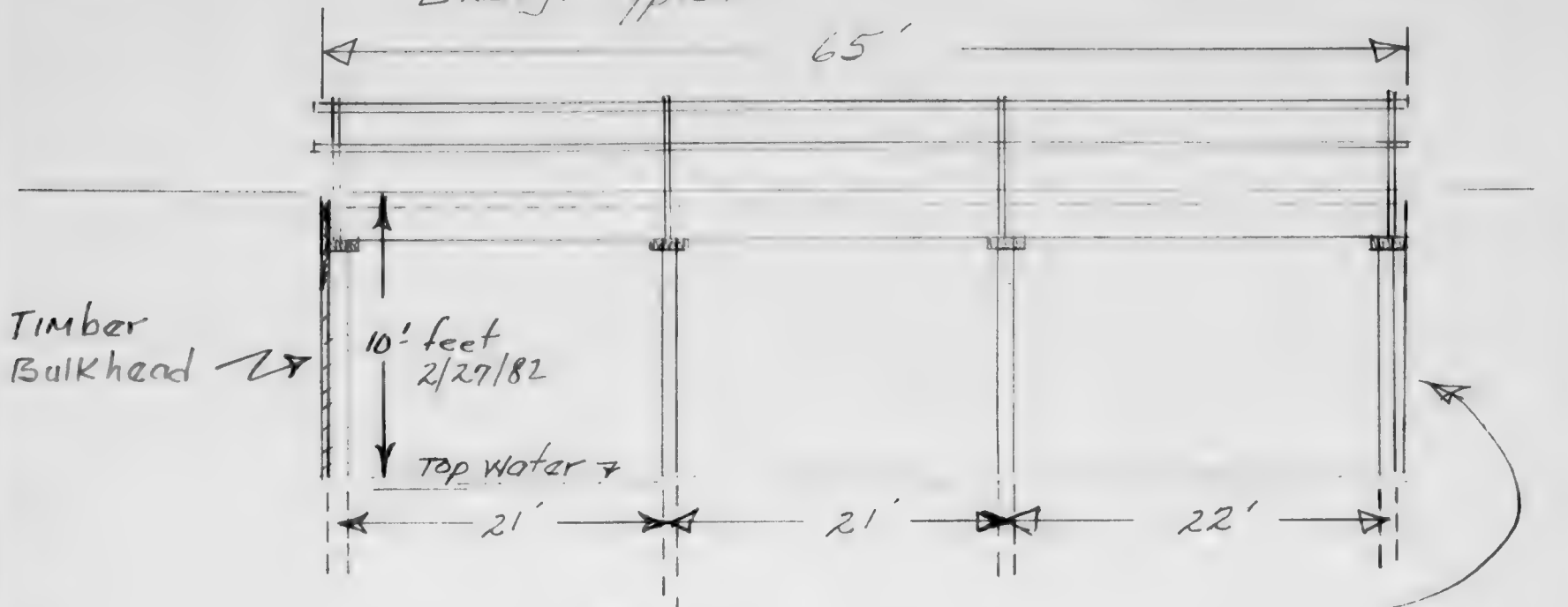
Checked by

Date

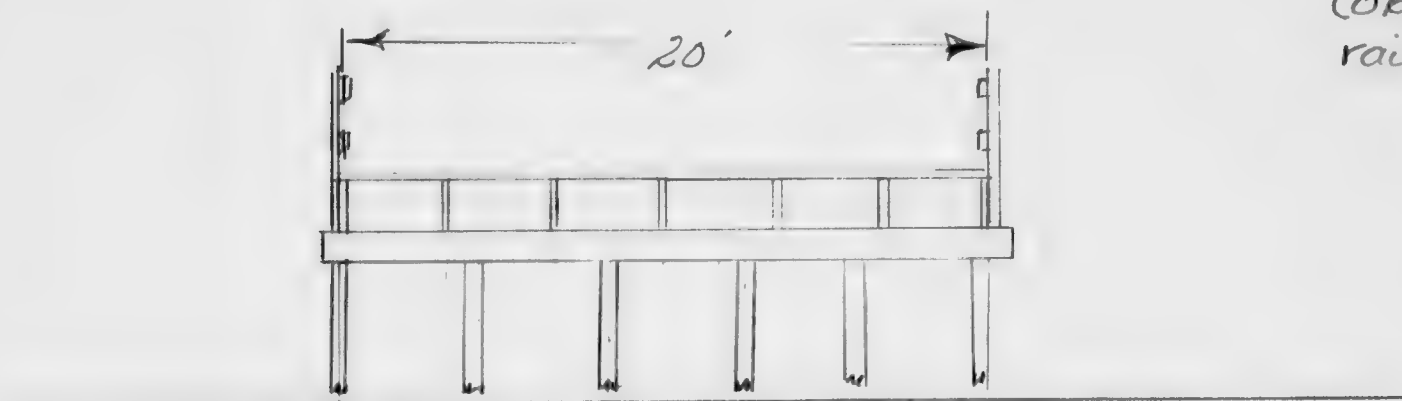
Backchecked by

Date

Existg. Typical

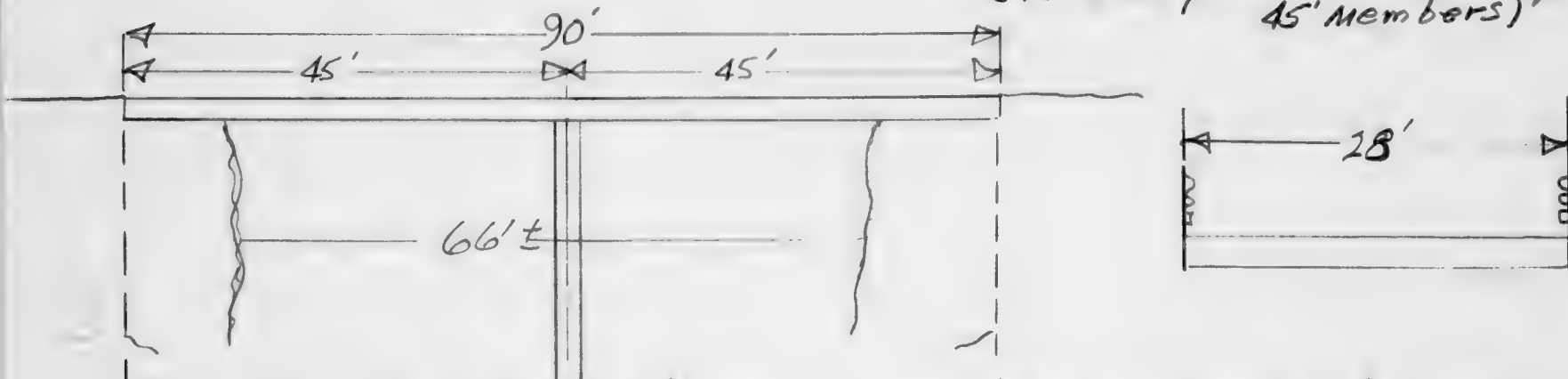


Depth of water unknown.



Proposed Typical Section

(90' x 28' prestressed slab span
45' members)



unstable soil conditions
dictate lengthening bridge.
Vertical poured in place end bents
vs. Pile w/ riprap slopes.

note: Explore use of culverts
as possible alternates

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section	Dead Ox Pump Canal(Pioneer Rd)Br.	Date	3/1/82
Highway	Pioneer Rd. #917	City	_____ Hwy. No. _____
County	Malheur	Begin M.P.	_____ Length _____
Region	5	Program Estimate	\$182,000
		Funding Source	HBR

B. Purpose, Need, and Description of Project (Describe Alternatives): The purpose of the proposed project is to remove the existing substandard-badly deteriorating timber structure across Dead Ox Pump Canal, and replace it with a prestressed reinforced concrete slab span. The project could utilize steel girders furnished by the local Road District (if suitable). The existing timber bridge is deteriorating badly and is presenting a growing safety hazard. The County requests an evaluation of the possibility of replacing the existing structure with a large culvert(or multiples) or RCBC with embankment fill and asphaltic cement surfacing. The only other alternative would be to "do nothing", which would not address the safety problem or the out of direction travel forced on vehicles exceeding 10 tons in weight. The bridge has been identified by the Federal Highway Administration as in need of replacement.

C. Recommended Project Classification:

Project Class	Documentation	Other Documentation
_____ I	Draft and Final EIS	_____ Wetlands Finding/Analysis
X _____ II	Categorical Exclusion	_____ Endangered Species List
_____ III	Environmental Assessment	_____ Biologic Assessment
		_____ Cultural Resources Survey
		_____ Section 106 Procedures
		_____ Section 4(f) Evaluation
		_____ Noise Study Report
		_____ Indirect Source Construction Permit

Basis for Recommended Classification:

The proposed project is a bridge replacement requiring no right-of-way acquisition. Little or no adverse impact on natural or human environment is anticipated. Recommended project classification is Project Class II (categorical exclusion).

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No (Gravel Rd.)	No
Average Daily Traffic (Volume and Year)	250 est.	Same
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	35 MPH est.	Same

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres 0
 Estimated Number of Parcels
 Residential Displacements (No.)
 Business Displacements (No.)
 Describe:

The proposed structure is planned on existing right-of-way. Road may be closed during construction as minimal out of direction mileage does not warrant cost of detour construction

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Expectation of some increase in traffic volumes due to the current 10 ton load limit on the existing bridge. Located in an intensively irrigated agricultural area, some farm related traffic is currently unable to use the existing bridge, because of 10 ton weight limitation. Safety would also be enhanced, particularly when considering that the bridge is within 0.7 of a mile of Pioneer Elementary School.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Little or no adverse impacts. Dead Ox Pump Canal is not a natural waterway. The canal supplies water to North Board, Owhee Irrigation District. Fish resources are limited to hardy "trash-fish" species. No in-stream work is anticipated with bridge alternative, but culvert alternative would involve water disturbance.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None. Intensive agricultural activities surround the project site and the canal itself is artificial in nature. No utilities.

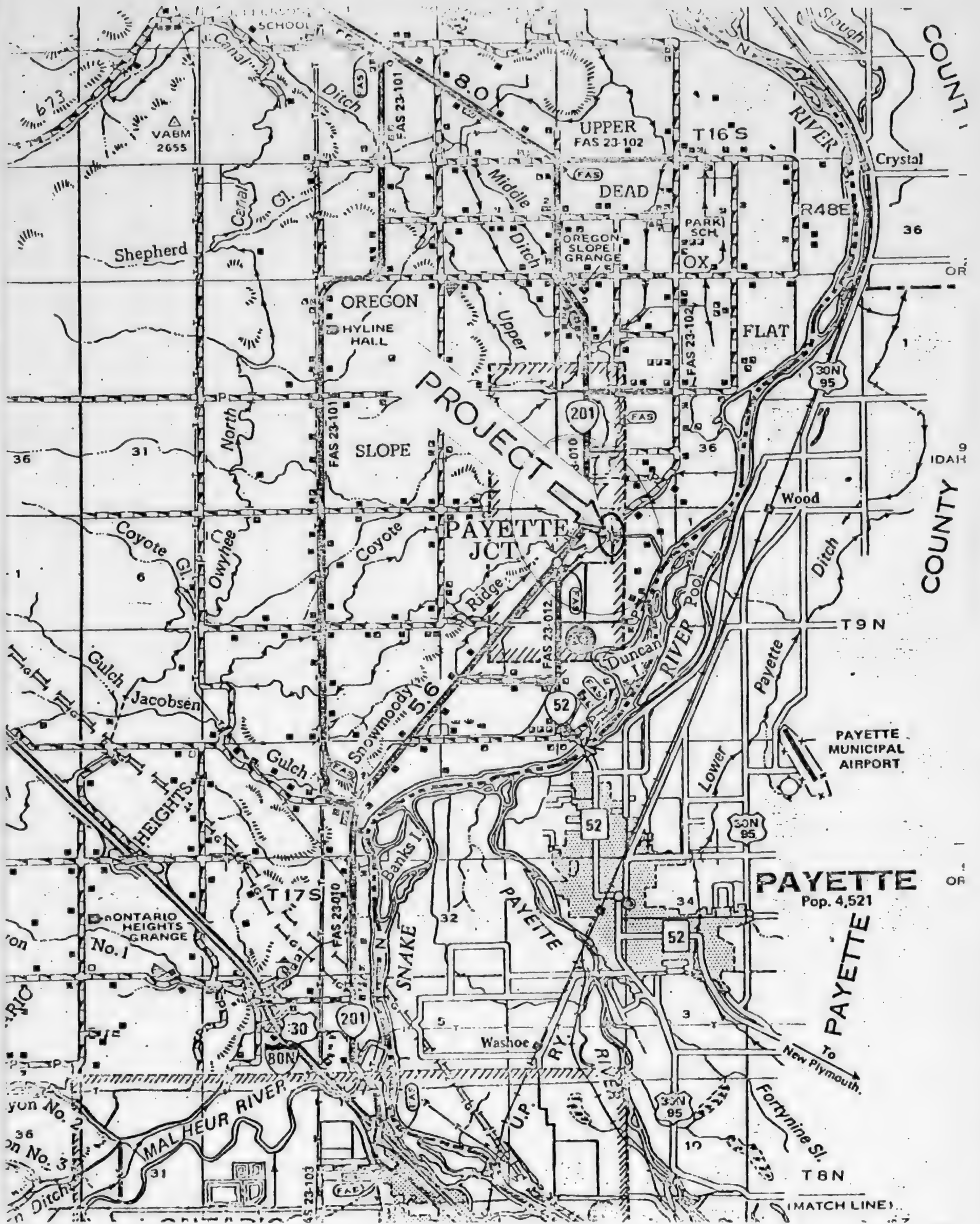
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

Name of Preparer and Phone Number: John Preston 963-3177

(Attach Project Location Map)

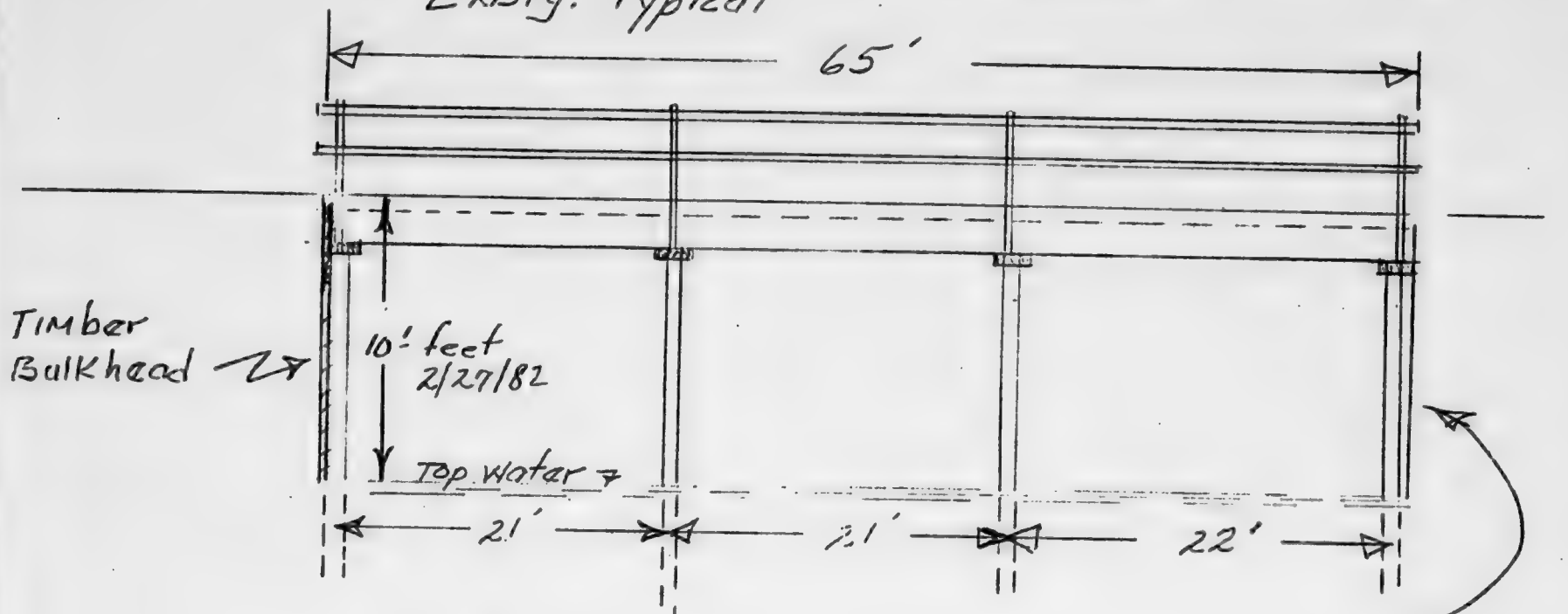
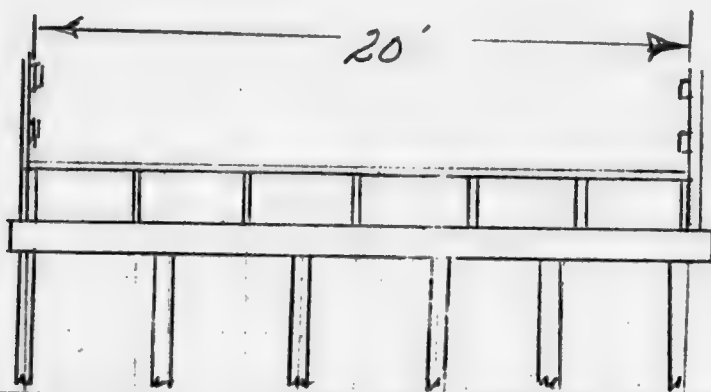
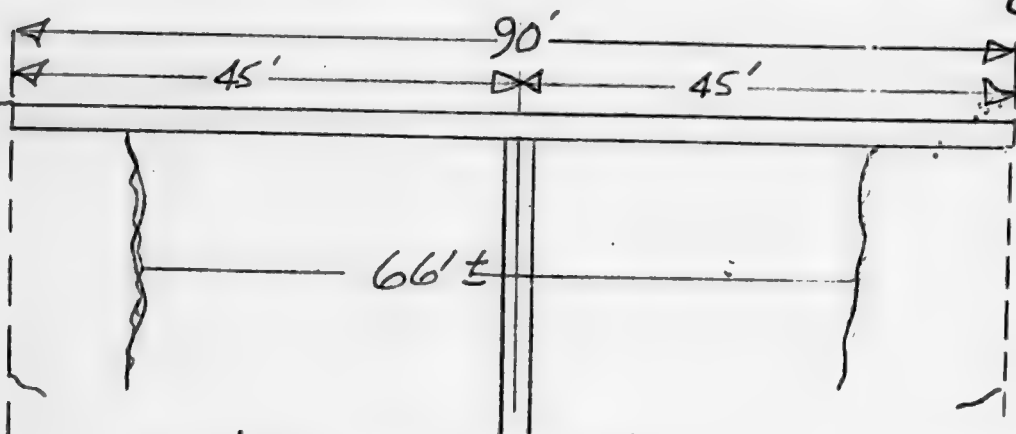
(2-28-82)



OREGON STATE HIGHWAY DIVISION

Calculations for **DEAD OX PUMP CANAL BR.** (Br. No. 45C308)

Made by 19..... Checked by 19..... Backchecked by 19.....

Existg. Typical*Depth of water unknown.**Metal Bulkhead
(old guard
rail Sect.)**Proposed Typical Section**(90' x 28' prestressed slab span
45' members)*

unstable soil conditions
dictate lengthening bridge.
Vertical poured in place end bents
vs. pile supported shapes.

Note: Explore use of culverts
as possible alternates



Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850

La Grande, Oregon 97850

Telephone 963-3177

In Reply Refer to
File No.:

May 20, 1981

Peter J. Nichols, Secretary
Rural Road Assessment District No. 3
P. O. Box 36
Ontario, Oregon 97914

RECEIVED
STATE HWY ENGR
MAY 22 1981
REFER TO
FOR
Info Imp C D S H Aile

24/100-5/26

Dear Mr. Nichols:

Thank you for your letter of May 18, 1981 expressing your concern over the present condition of the Pioneer Bridge, No. 4SC308 and your desire for priority replacement.

The National Bridge Inventory compiled by the Federal Highway Administration, dated 1-17-81, shows a sufficiency rating of 15.3. This rating is based on the findings of an inspection on 6-11-80 and inventory report form dated 10-22-80 performed and submitted by the County Bridge Inspector.

Selection of projects for funding under the Highway Bridge Replacement Program (HBR) shall be in accordance with article VI, page 3, HBR Working Agreement (copy enclosed) which states in part, "Bridges with the lowest sufficiency ratings shall be reviewed by the State Maintenance Engineer (SME) and State Bridge Engineer (SBE) or their representatives and a representative from the Association of Oregon Counties (AOC) and a representative from the League of Oregon Cities (LOC) to establish an Agency on-system and off-system "Priority Listing..."

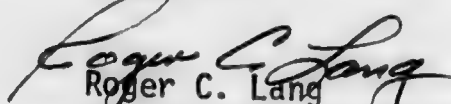
By copy of this letter I am asking the review committee to consider your request at the earliest possible date.

In discussing the problem of holding the bridge decking in place with Jeff Wise, Road Supervisor, it is possible the bridge stringers may have a more severe rot condition than previously thought. I suggest you contact the County Bridge Inspector

and have him take a very close look at the upper portion of the stringers for undetected rot. It may be the structure should have a lower load rating than the 10 tons now identified. You should take every step necessary to protect the Road District for Liability under the Tort Claims Act.

I will advise you promptly upon receipt of any information from the Bridge Engineer.

Sincerely,


Roger C. Lang
Region Federal Aid Engineer

RCL/dp
Enc.

cc: Anthony Yturri
H. S. Coulter ✓
W. J. Hart
D. E. Swan

Rural Road Assessment District No. 3

Jeffery Wise
SUPERVISOR

386½ S.W. Third, P.O. Box 36
ONTARIO, OREGON 97914

Peter I. Nichols
SECRETARY

SHOP ADDRESS:
RT. 2 BOX 1310
ONTARIO, OREGON
PHONE 899-5017

May 18, 1981



RE



RCE



RME



ROE



RFA

MAY 21 1981



RECEIVED
REGION 5 OFFICE

Roger Lang
Regional Federal Aid Engineer
Region 5, Highway Division
Department of ~~the Treasury~~ *Transportation*
P. O. Box 850
LaGrande, Oregon 97850

Dear Mr. Lang:

Re: Pioneer Bridge, #45C308
Highway #917, District #14

This letter is to advise you of the condition of Pioneer Bridge and our desire that this be given priority for replacement.

In recent years this bridge, which was constructed in 1935, has required constant maintenance and repairs, and we are still unable to bring this up to the standard it should be for practical use and safety. The present wood structure requires expensive repairs on a continual basis. The bridge is now posted for a 10-ton limit for safety reasons. However, the traffic in this area has a definite need for higher limits.

We trust you will give this your early consideration, and we will look forward to hearing from you in the near future.

Sincerely,

Peter I. Nichols
Peter I. Nichols
Secretary

PIN:mb

cc: Tony Yturri

cy *H.S. Coulter*
W.J. Hart
D.E. Swan

H. S. Coulter

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM SELECTION LIST - 01/17/81

PAGE 40

STATE	STRUCTURE NO.	INVENTORY SYS-ROUTE	FEATURES INTERSECTED	FACILITY CARRIED BY STRUCTURE	LOCATION	HWY DIST CO	CITY	IMPR COST	SUFF. RATING
OR	41C18	140C07040 11	DRIFT CREEK SOUTH	C-704		04 041	0000	00080	071.6
OR	41C19	140C09000 11	WILSON CREEK	C-900		04 041	0000	00050	066.3
OR	41C20	180C00500 11	SLICK ROCK CREEK			04 041	0000	00120	017.0
OR	41C23	184C00900 11	BEAR CREEK	PUBLIC ROAD	01.0 MI SO ROSE LODGE	04 041	0000	00030	013.8
OR	45C133	141C08360 11	RIVERSIDE CANAL	CR 8836 NON-FA	00.2 E INT STATE 454	14 045	0000	00008	020.5
OR	45C135	141C08640 11	ALKALI CR	CR 864 NON-FA	00.03 E INT US 95	14 045	0000	00000	061.6
OR	45C308	141C09170 11	DEADOCK PUMP CANAL/PIONEER	CO 8917 NON-FA	00.7 MI E PIONEER SCHOOL	14 045	0000	00180	015.3
OR	45C53	141C09750 11	JORDAN CR (DANNER)	CO RD 995 OFF-SYS	03.3 MI N JCT US 95	14 045	0000	00250	016.8
OR	45C501	141C08080 11	JORDAN CR OVERFLOW	CO RD 808 NON-FA	70.3 S INT US 95	14 045	0000	00022	022.2
OR	45C504	141C07950 11	COM CR (CURLY LODGE)	CO RD 795 NON-FA	13.3 W INT 45 95	14 045	0000	00000	019.9
OR	45C607	141C11210 11	COM CR (OLD I D N HWY)	CO 81121 NON-FA	01.1 S ON SILVER CITY RD	14 045	0000	00020	050.3
OR	45C508	141C07140 11	JACK CR (DANNER LOOP)	CO 8714 NON-FA	01.7 W INT US 95	14 045	0000	00010	046.9
OR	45C509	140C07930 11	COM CR (OLD I.D.N HWY)	CO 8793 NON-FA	10.0 E ARDCK	14 045	0000	00157	018.1
OR	45C511	141C10250 11	OHYHEE R (OLD I.D.N HWY)	CO 81025 NON-FA	02.1 NW ROME	14 045	0000	00000	037.2
OR	45C515	141C09270 11	OHYHEE R (FENRICK RCH)	CO 8927 NON-FA	29.5 S INT US 95	14 045	0000	00127	045.1
OR	47C43	140C06060 11	SMALL CREEK	CR 606		03 047	0000	00000	050.6
OR	47C54	140C07670 11	PUDDING RIVER	119 AVE SE		03 047	0000	00000	056.0
OR	47C72	140C08090 11	SILVER CREEK	VAN HANDLE RD		03 047	0000	00000	076.1
OR	47C73	140C08090 11	FORK OF SILVER CREEK	VAN HANDLE RD	01.5 EAST OF HWY 214	03 047	0000	00096	040.6
OR	47C98	140C09440 11	SIDNEY DITCH	ROSEBUD LN		03 047	0000	00000	067.1
OR	47C93	1410A6020 07	FARM CREEK	NORTH FORK	15.0 NE OF HWY. 22	03 047	0000	00000	073.8
OR	47C96	141C00000 12	SALEM DITCH	4TH AVE	STAYTON CITY LIMITS	03 047	1095	00054	028.9
OR	49C01	141C05940 11	WILLOW CREEK	CO RD 594 NON-FA	MORROW CO	12 049	0000	00100	063.4
OR	49C02	141C05940 11	FULLER CANYON	CO RD 594 NON-FA	MORROW CO	12 049	0000	00000	075.6
OR	49C03	141C06160 11	CREEK	CO RD 616 NON-FA	MORROW CO	12 049	0000	00060	031.9

1983 Croisan Creek Culvert of 9682
Golf Course Rd. in Marion County.
(Grading, paving and culverts)

9682

Sept 14, 1987
Bill

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: 7/14/87

CITY: SALEM AGREEMENT NO: 7539 PROJECT NO: BROS-2403(2&3)CONTRACT NO: 9682 SECTION: Croisan Cr. (Golf Course Rd.) Cul.

Preliminary Engineering (Prefix: C324-1997)

	<u>PARTICIPATING</u>	<u>NONPARTICIPATING</u>
Work Performed by City of Salem	\$ 17,765.12	\$
Project Manager	219.62	
Final Design	789.90	
Bridge Design	190.22	
Audit Services	178.89	
Location	39.60	
Program Section	123.88	
Specifications & Plans	1,394.97	
Administrative Services	18.28	
Structural Foundations	973.57	
R/W Utility Engineer	21.65	
TOTAL P.E. COST	<u>\$ 21,715.70</u>	<u>\$ - 0 -</u>
Right-of-Way (Prefix: C324-2533)		
Right of Way Work Performed by City	\$ 250.00	
Acquisition Expense by City	921.41	
Acquisition Expense by State	195.73	
TOTAL R/W COST	<u>\$ 1,367.14</u>	<u>\$ - 0 -</u>
Construction (Prefix: C324-1094)		
Payment to Contractor	\$ 51,656.05	\$ 2,304.00
Interest on Final Payment		303.77
Work Performed by City of Salem	7,748.41	* 1,365.95
Audit Expense	273.96	
Monitor EEO	59.22	
Field Engineering		* 944.36
Program Section		* 91.93
Specifications		* 86.53
Construction Branch		* 637.44
Materials Section		* 301.30
TOTAL CONSTRUCTION COST	<u>\$ 59,737.64</u>	<u>\$ 6,035.28</u>
SUMMARY:		
Participating P.E. Cost	\$ 21,715.70	
Participating R/W Cost	1,367.14	
Participating Const. Cost	59,737.64	
TOTAL PARTICIPATING COST	<u>\$ 82,820.48</u>	

City of Salem
July 14, 1987
Page 2

FEDERAL FUNDS:

P.E. (80%)	\$ 17,372.56	
R/W (80%)	1,093.71	
Const. (80%)	47,790.11	(66,256.38)
SUBTOTAL		\$ 16,564.10
Plus Nonparticipating City Cost		6,035.28
Plus Overpayment on Nonparticipating City Engineering Cost (Const.)		1,092.76
Credit for Work Performed by City		(5,610.18)
Less City's Advance Deposit		(12,920.00)
BALANCE DUE FROM CITY	\$ 5,161.96	

* These costs are nonparticipating because construction engineering exceeded the 15% federal limit.

MKS:pf

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION				D.O. VOUCHER NO.	
FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117 Appropriation: The United States, Dr., TO <u>Treasurer of the State of Oregon</u> Address <u>Capitol Building, Salem, OR 97310</u>				STATE VOUCHER NO.	
				DATE	
				FHWA SCHEDULE NO.	
				PAID BY	
STATE <u>Oregon</u>		FEDERAL AID PROJECT NO. <u>BROS-2403(3)</u>			
PROGRAM APPROVED		VOUCHER PERIOD From: <u>7/18/83</u> To: <u>1/28/86</u>			
FINANCIAL DATA					
TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
117 195.73	195.73	80%	156.58	156.58	-0-
117 1,171.41	1,171.41	80%	937.13	937.13	-0-
114 7,748.41	7,748.41	80%	6,198.73	6,198.73	-0-
114 ~~58,024.51~~	51,989.23	80%	41,591.38	41,591.38	-0-
67,140.06	61,104.78	80%	48,883.82	48,883.82	-0-
<i>The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.</i> SIGN ORIGINAL ONLY By <u>Oregon</u> <u>Controller</u> Authorized Officer State Highway Agency <u>4/23/87</u> Date					
<i>I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.</i> Amount submitted \$ <u>0.00</u> Adjustments \$ _____ Amount Approved \$ _____ SIGN ORIGINAL COPY _____ Signature of Authorized FHWA Representative _____ Date					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	CROISAN CREEK CULVERT SECTION GOLF COURSE COUNTY ROAD MARION COUNTY					
	<u>Type Code ROW</u> <u>Right-of-Way</u>					
	Right-of-Way (Work by City of Salem)	All Required			\$ 250.00	
	<u>Acquisition Expense</u>					
	Work by City of Salem	All Required			\$ 921.41	
	State	All Required			195.73	
	TOTAL PARTICIPATING ACQUISITION EXPENSE				\$ 1,117.14	
	<u>Construction</u> <u>Type Code Y007</u> <u>Structure, Bridge No. 0905 (Sta. 9+90.84 to Sta. 10+13.17)</u>					
	Final Contract Payment Summary	Lump Sum			\$51,656.05	
	<u>Construction Engineering</u>					
	Work by City of Salem	All Required			\$ 7,748.41	
	<u>Misc. Project Cost</u>					
	Monitor Equal Opportunity Employment	All Required			\$ 59.22	
	Audit Expense	All Required			273.96	
	TOTAL PARTICIPATING MISC. PROJECT COST				\$ 333.18	
	TOTAL PARTICIPATING PROJECT COST				\$61,104.78	
	<u>Non Participating Project Cost</u>					
	Final Contract Payment Summary	Lump Sum			\$ 2,304.00	
	Interest on Final Payments	All Required			303.77	
	Work by the City of Salem	All Required			1,365.95	
	Construction Engineering (State)	All Required			2,061.56	
	TOTAL NON PARTICIPATING PROJECT COST				\$ 6,035.28	
	TOTAL PROJECT COST				\$67,140.06	
	City of Salem paid \$937.13 for R.O.W. City of ~~Portland~~ SALEM paid \$7,291.49 for Construction Engineering					
Prepared based on Participating Cost as shown on the Federal Billing as of 3/26/87.					AMOUNT CARRIED FORWARD	

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION				D.O. VOUCHER NO.	
FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117 Appropriation: The United States, Dr., TO <u>Treasurer of the State of Oregon</u> Address <u>Capitol Building, Salem, OR 97310</u>				STATE VOUCHER NO.	
				DATE	
				FHWA SCHEDULE NO.	
				PAID BY	
STATE <u>Oregon</u>		FEDERAL AID PROJECT NO. <u>BR0S-2403(2) Post Final</u>			
PROGRAM APPROVED		VOUCHER PERIOD From: <u>12/21/81</u> To: <u>6/22/83</u>			
FINANCIAL DATA					
TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
3,950.58	3,950.58	80%	3,160.46	3,160.46	-0-
17,765.12	17,765.12	80%	14,212.10	14,212.10	-0-
21,715.70	21,715.70	80%	17,372.56	17,372.56	-0-
<i>The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.</i>					
SIGN ORIGINAL ONLY By <u>Oregon</u> <u>Controller</u> State Highway Agency Authorized Officer <u>4/23/87</u> Date					
<i>I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.</i>					
Amount submitted \$ <u>0.00</u>					
Adjustments \$ _____					
Amount Approved \$ _____					
SIGN ORIGINAL COPY _____ Signature of Authorized FHWA Representative _____ Date					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	<u>CROISAN CREEK (GOLF COURSE ROAD) BRIDGE</u> <u>CITY STREET IN MARION COUNTY</u>					
	<u>Preliminary Engineering</u> <u>Type Code P.E.</u>					
	Work by City of Salem		All Required		\$17,765.12	
	State		All Required		3,771.69	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				\$21,536.81	
	<u>Misc. Project Cost</u>					
	Audit Expense		All Required		\$ 178.89	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				\$21,715.70	
	Prepared based on Participating Cost as shown on the Federal Billing as of 3/26/87.					
AMOUNT CARRIED FORWARD						

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
EA							
				0100			14,212.10 ***
							14,212.10
		ACTIVITY					14,212.10 SUBTOTAL
	SUB-JOB	011	SUBTOTAL				14,212.10
							14,212.10 ***
				0100			-42,636.30 ***
				0521			26,424.20 ***
		ACTIVITY					
	SUB-JOB	090	SUBTOTAL				
EA		C4241910	TOTAL				14,212.10

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

RUN ON
TAIL CREW-NUMBER
RE LOADED
TO 06/20/87

SA ELD ---	CURRENT MONTH -----	BALANCE TO DATE -----
		14,212.10 ***
		14,212.10
		14,212.10 SUBTOTAL
		14,212.10
		14,212.10 ***
		-42,636.30 ***
		28,424.20 ***
		SUBTOTAL
		14,212.10

RES

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985

PAGE 1041

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
324	1997	296	00 N 9				3,759.19CR
324	1997	298	00 N 9				3,007.35
324	1997	901	00 P 1				101.21
324	1997	905	00 P 1				799.90
324	1997	906	00 P 1				190.22
324	1997	915	00 P 1				178.89
324	1997	918	00 P 1				39.60
324	1997	920	00 P 1				104.82
324	1997	921	00 P 1				1,341.05
324	1997	922	00 P 1				18.23
324	1997	926	00 P 1				973.57
324	1997	932	00 P 1				21.65
324	1997	TOT	PI				3,759.19
** JOB TOTALS **				**	**	**	3,759.19 **

SALEM PARKWAY-PORTLAND RD STATE

FA PROJ NOS XI 1685003 100 X10 1685003

CONT NO

324	1999	295	00 N 9				8,200.00
324	1999	296	00 N 9			2,187.43CR	113,940.00CR
324	1999	298	00 N 9			2,187.43	105,740.00
324	1999	901	00 P 1		7.95CR	1,930.83	834.72
324	1999	901	00 P 2				35,218.65
324	1999	901	00 N 1				153.56
324	1999	903	00 P 1				3,623.17
324	1999	905	00 P 1		60.31	8,349.95CR	9,851.70
324	1999	905	00 P 2			13,800.95	35,627.50
324	1999	906	00 P 1		18.39CR	4,216.81	5,003.32
324	1999	907	00 P 1				7,490.91
324	1999	909	00 P 1		2.35CR	826.07CR	14,710.43
324	1999	909	00 P 2			1,354.80	1,354.80
324	1999	910	00 P 1				8,244.36
324	1999	911	00 P 1			3.60	2,454.90
324	1999	912	00 P 1				4,434.90
324	1999	913	00 P 1		5.25	7.05	3,607.16
324	1999	916	00 P 1				656.16
324	1999	918	00 P 1				38.03
324	1999	920	00 P 1		16CR	74.68	709.56
324	1999	921	00 P 1		279.79	3,322.56	3,322.56
324	1999	923	00 P 1		67.86	146.74	146.74
324	1999	926	00 P 1				129.93
324	1999	932	00 P 1		1.77CR	474.55	1,072.44
324	1999	933	00 P 1				20.70
324	1999	935	00 P 1				24.10
324	1999	TOT	PI		1.06CR	235.19	24,199.99
324	1999	TOT	P1		381.53	1,145.99	66,999.99
324	1999	TOT	P2			15,155.75	13,155.75
324	1999	TOT	N1				152.59
** JOB TOTALS **				**	**	**	140,353.11

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/UBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	UBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
---	-----	-----	-----	-----	-----	-----	-----
C3241997	011			0100			3,759.19 ***
UBJ-DETAIL							3,759.19
ACTIVITY							3,759.19 SUBTOTAL
C3241997	011	900	001	0800			56.91
C3241997	011	900	001	8014			61.50
UBJ-DETAIL	001						118.41
ACTIVITY 900							118.41 SUBTOTAL
C3241997	011	920	001	0600			19.06
UBJ-DETAIL	001						19.06
ACTIVITY 920							19.06 SUBTOTAL
C3241997	011	921	001	7200			53.92
UBJ-DETAIL	001						53.92
ACTIVITY 921							53.92 SUBTOTAL
SUB-JOB	011	SUBTOTAL					3,950.58
EA	C3241997 TOTAL						3,950.58

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

UN ON
AIL CREW-NUMBER
E LOADED
D 06/20/87

A LD	CURRENT MONTH	BALANCE TO DATE
---	-----	-----
		3,759.19 ***
		3,759.19
		3,759.19 SUBTOTAL
		56.91
		61.50
		118.41
		118.41 SUBTOTAL
		19.06
		19.06
		19.06 SUBTOTAL
		53.92
		53.92
		53.92 SUBTOTAL
		3,950.58
		3,950.58

RES

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1995 PAGE 351

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE YRS
324 1090	921	00	P 1				51.27	83	84
324 1090	940	00	P 1				301.30	83	84
324 1090	944	00	P 1				175.33	83	85
324 1090	945	00	P 1		2.13CR	19.60	472.04	83	85
324 1090	948	00	P 1				477.41	84	84
324 1090	985	00	P 1				55.22	83	84
324 1090	TOT						55.107.00	83	84
XX JOB TOTALS XX									
					2.88CR	670.91	55.107.00	83	84
					2.88CRXX	670.91	55.107.00	83	84

GREENWOOD DR-NE HANBRIN DR CONT NO 9684 FA PROJ NOS X10 0000055 100 X10 0000055									
324 1092	201	00	P 1			1.173.42	401.991.76	83	85
324 1092	203	00	P 1				401.991.76	84	84
324 1092	204	00	P 1				5.000.00CR	83	84
324 1092	210	02	P 1			14.833.00	509.96	84	84
324 1092	270	01	P 1			416.26	566.55	84	85
324 1092	270	03	P 1		117.87		3.850.00	84	84
324 1092	270	04	P 1				386.21	84	84
324 1092	296	00	N 9			22.703.00CR	476.816.00CR	83	85
324 1092	297	00	N 9				68.400.00	83	84
324 1092	298	00	N 9				408.416.00	83	85
324 1092	900	00	P 1		26.54CR		46.780.63	83	85
324 1092	900	00	P 2			21.108.96	21.108.96	85	85
324 1092	900	00	N 1				181.00	83	84
324 1092	911	00	P 1				107.71	83	84
324 1092	920	00	P 1		14CR	30.90	107.48	83	84
324 1092	940	00	P 1			653.00	2.293.30	83	84
324 1092	941	00	P 1				24.97	83	84
324 1092	942	00	P 1				22.43	83	84
324 1092	944	00	P 1				5.563.81	83	85
324 1092	945	00	P 1		4.80CR	1.062.51	872.58	83	85
324 1092	946	00	P 1		12.87	671.82	3.218.23	83	84
324 1092	948	00	P 1				844.51	84	84
324 1092	950	00	P 1				132.01	84	84
324 1092	TOT				99.26	4.242.31	461.524.14		
324 1092	TOT					21.108.96	21.108.96		
XX JOB TOTALS XX									
					99.26	25.351.27	482.814.10	83	84

SALEM DITCH (STAYTON) BR CONT NO 9759 FA PROJ NOS BR052402003 100									
324 1094	201	00	P 1		186.30	11,495.16	58,893.64	84	85
324 1094	201	00	N 1			563.00	563.00	84	84
324 1094	204	00	P 1			2,369.92		84	85
324 1094	206	00	N 1			324.35	324.85	85	85
324 1094	286	00	N 2			9,793.23CR	52,725.05CR	84	85
324 1094	288	00	N 2			9,790.43	52,725.05	84	85
324 1094	900	00	P 1		16.22	853.98CR	7,161.39	84	85
324 1094	900	00	N 1			73.95	73.95	85	85

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS										JUNE 1985		PAGE 350	
DESCRIPTION	PREFIX	FUNCTION	SUB F.	CR	CURRENT MONTH	FISCAL		GRAND TOTAL	ACTIVE	YRS			
						YEAR TO DATE	TO DATE						
324 1089 941 00 P 8	1089	941	00	P 8				3.17	87	84			
324 1089 942 00 P 1	1089	942	00	P 1			4.22	84	87	84			
324 1089 942 00 P 4	1089	942	00	P 4			1.41	83	87	84			
324 1089 942 00 P 8	1089	942	00	P 8			1.41	83	87	84			
324 1089 944 00 P 1	1089	944	00	P 1			697.07	85	87	85			
324 1089 944 00 P 4	1089	944	00	P 4			212.41	85	87	85			
324 1089 944 00 P 8	1089	944	00	P 8			2,478.48	85	87	85			
324 1089 945 00 P 1	1089	945	00	P 1			42.04	85	87	85			
324 1089 945 00 P 4	1089	945	00	P 4			86.21	85	87	85			
324 1089 945 00 P 8	1089	945	00	P 8			28.91	85	87	85			
324 1089 946 00 P 1	1089	946	00	P 1			337.30	85	87	85			
324 1089 946 00 P 4	1089	946	00	P 4			28.91	85	87	85			
324 1089 946 00 P 8	1089	946	00	P 8			243.53	85	87	85			
324 1089 946 00 P 1	1089	946	00	P 1			247.84	84	87	84			
324 1089 946 00 P 4	1089	946	00	P 4			247.84	84	87	84			
324 1089 946 00 P 8	1089	946	00	P 8			2,891.37	84	87	84			
324 1089 946 00 P 1	1089	946	00	P 1			247.84	84	87	84			
324 1089 946 00 P 4	1089	946	00	P 4			247.84	84	87	84			
324 1089 946 00 P 8	1089	946	00	P 8			4,766.25	84	87	84			
324 1089 948 00 P 1	1089	948	00	P 1			1.99	83	87	84			
324 1089 948 00 P 4	1089	948	00	P 4			46.64	83	87	84			
324 1089 948 00 P 8	1089	948	00	P 8			3.99	83	87	84			
324 1089 950 00 P 1	1089	950	00	P 1			101.71	84	87	85			
324 1089 950 00 P 4	1089	950	00	P 4			33.78	84	87	85			
324 1089 950 00 P 8	1089	950	00	P 8			393.97	84	87	85			
324 1089 950 00 P 1	1089	950	00	P 1			7.94	84	87	85			
324 1089 950 00 P 4	1089	950	00	P 4			92.53	84	87	85			
324 1089 950 00 P 8	1089	950	00	P 8			7.94	84	87	85			
324 1089 985 00 P 1	1089	985	00	P 1			8.78	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			2.93	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			2.93	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			34.16	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			2.92	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			168,546.91	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			61,245.71	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			561,449.96	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			50,086.14	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			317.78	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			349.67	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			79.63	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38	83	87	83			
324 1089 985 00 P 4	1089	985	00	P 4			929.38	83	87	83			
324 1089 985 00 P 8	1089	985	00	P 8			929.38	83	87	83			
324 1089 985 00 P 1	1089	985	00	P 1			929.38						



Oregon Micro-Imaging, Inc.

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Eugene, Oregon 97402
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RETAKE

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985

PAGE 350

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS										JUNE 1985		PAGE 350		
DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END					
324 1089	941	00	P 8				3 13	83	84					
324 1089	942	00	P 1				4 22	83	84					
324 1089	942	00	P 1				1 41	83	83					
324 1089	942	00	P 1				16 43	83	84					
324 1089	942	00	P 1				1 39	83	84					
324 1089	944	00	P 1		47CR	126.10	697.07	83	85					
324 1089	944	00	P 1		16CR	42.04	212.41	83	85					
324 1089	944	00	P 1		184CR	490.42	2,478.48	83	85					
324 1089	944	00	P 1		15CR	42.04	212.40	83	85					
324 1089	945	00	P 1		19CR	86.73	133.77	83	85					
324 1089	945	00	P 1		14CR	28.91	44.60	83	85					
324 1089	945	00	P 1		152CR	337.30	520.28	83	85					
324 1089	945	00	P 1		11CR	28.91	44.59	83	85					
324 1089	946	00	P 1				743.53	83	84					
324 1089	946	00	P 1				247.84	83	84					
324 1089	946	00	P 1				2,891.37	83	84					
324 1089	946	00	P 1				247.86	83	84					
324 1089	948	00	P 1				4,766.25	83	84					
324 1089	948	00	P 1				3.99	83	84					
324 1089	948	00	P 1				46.64	83	84					
324 1089	950	00	P 1		11CR	27.79	101.31	83	84					
324 1089	950	00	P 1		03CR	7.94	33.78	83	85					
324 1089	950	00	P 1		42CR	92.53	393.97	83	85					
324 1089	950	00	P 1		03CR	7.94	33.77	83	85					
324 1089	985	00	P 1				8.78	83	85					
324 1089	985	00	P 1				2.93	83	85					
324 1089	985	00	P 1				34.16	83	85					
324 1089	985	00	P 1				2.92	83	85					
324 1089	TOT	P1			9.84CR	3,952.56	168,546.91	83	85					
324 1089	TOT	P2			2.48CR	1,284.47	61,245.31	83	85					
324 1089	TOT	P3			28.73CR	11,559.94	561,449.96	83	85					
324 1089	TOT	P8			2.46CR	2,799.27	50,086.14	83	85					
324 1089	TOT	N1					317.78	83	85					
324 1089	TOT	N2					79.67	83	85					
324 1089	TOT	N3					923.38	83	85					
324 1089	TOT	N8					79.63	83	85					
XX JOB TOTALS XX										43.51CRXX	19,596.24	XX	842,730.78	XX

CONT NO	6882	FA PROJ NOS	BR052403003	100	STATE
324	1090	201	00 P 1	53,881.36	03
324	1090	204	00 P 1	1,700.00CR	03
324	1090	205	00 N 9	17,133.64	03
324	1090	296	00 N 9	56,221.54CR	03
324	1090	298	00 N 9	44,087.90	03
324	1090	300	00 P 1	620.50	03
324	1090	903	00 P 1	44.53	03
324	1090	920	00 P 1	110.99	03



Oregon Micro-Imaging, Inc.

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**END
OF
RETAKE**

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

REPORT NO: FREL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

FEDERAL APPROPRIATION: 114							
AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT CODE	VOUCHER AMOUNT

FEDERAL PROJECT: BROS-2403-003							

F02144							
AGREEMENT TOTALS	58,024.51	41,591.38	51,989.28 80.00	41,591.38	41,591.42	.04 B	.00

F02598							
C4241047-011	7,748.41	6,198.73	7,748.41				
AGREEMENT TOTALS	7,748.41	6,198.73	7,748.41 80.00	6,198.73	6,198.73	.00	.00
FED PROJ TOTALS	65,772.92	47,790.11	59,737.69	47,790.11	47,790.15	.04 B	.00

FEDERAL PROJECT: BROS-2500-005							

F04292							
C10315 -000	23,037.08	30,725.01	23,037.08				
C10315 -001	532.16	.00	.00				
C10315 -010	2,640.00	.00	.00				
C10315 -011	139,362.97	97,522.85	137,272.74				
AGREEMENT TOTALS	165,572.21	128,247.86	160,309.82 80.00	134,646.00	128,247.86	.00	.00
FED PROJ TOTALS	165,572.21	128,247.86	160,309.82	134,646.00	128,247.86	.00	.00

FEDERAL PROJECT: BROS-2500-006							

F04293							
C10316 -000	36,003.40	39,183.27	36,003.40				
C10316 -001	268.40	.00	.00				
C10316 -011	290,931.18	218,293.38	285,931.18				
AGREEMENT TOTALS	327,202.98	257,476.65	321,934.58 80.00	269,001.00	257,547.66	.00	71.01
FED PROJ TOTALS	327,202.98	257,476.65	321,934.58	269,001.00	257,547.66	.00	71.01

FEDERAL PROJECT: BROS-2700-004							

F01716							
C2271990-000	10,177.72	1,416.36	10,177.72				
C2271990-010	36.12	.00	.00				

REPORT 1001 F00003-1
FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB
OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT CODE	VOUCHER AMOUNT
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FEDERAL PROJECT: BROS-2300-015

F03853							
C10142 -000	19,261.21	14,145.18	19,261.21				
C10142 -001	30.94	.00	.00				
C10142 -010	54.25	.00	.00				
C10142 -011	186,367.77	150,358.00	186,367.77				
AGREEMENT TOTALS	205,714.17	164,503.18	205,628.98 80.00	171,767.00	164,503.18	.00	.00
FED PROJ TOTALS	205,714.17	164,503.18	205,628.98	171,767.00	164,503.18	.00	.00

FEDERAL PROJECT: BROS-2400-005

F04308							
C10314 -000	18,895.81	11,701.80	20,457.19				
C10314 -011	481,683.35	386,446.20	480,804.05				
AGREEMENT TOTALS	500,579.16	398,148.00	501,261.24 80.00	398,148.00	401,008.99	2,860.99 B	.00
FED PROJ TOTALS	500,579.16	398,148.00	501,261.24	398,148.00	401,008.99	2,860.99 B	.00

FEDERAL PROJECT: BROS-2402-002

F02153							
C3241906-000	.00	.00	.00				
C3241906-011	13,032.36	10,423.05	13,032.36				
AGREEMENT TOTALS	13,032.36	10,423.05	13,032.36 80.00	10,423.05	10,425.89	2.84 B	.00
FED PROJ TOTALS	13,032.36	10,423.05	13,032.36	10,423.05	10,425.89	2.84 B	.00

FEDERAL PROJECT: BROS-2403-003

F02144							
C09682 -000	808.61	19.82	808.61				
C09682 -001	303.77	.00	.00				
C09682 -010	5,731.46	.00	.00				
C09682 -011	51,180.67	41,571.56	51,180.67				

REPORT NO: FMB/003-1			OREGON DEPARTMENT OF TRANSPORTATION			PAGE 416	
SEQ: FEDERAL APPROPRIATION, FEDERAL			FINANCIAL MANAGEMENT SYSTEM			RUN 06/17/87 23:13	
PROJECT, AGREEMENT, EA-SUBJOB			OREGON STATE HIGHWAY DIVISION				
			FHWA BILLING VOUCHER				
FEDERAL APPROPRIATION: 117							
AGREEMENT	TOTAL COSTS	AMOUNT	--PARTICIPATION--	AGREEMENT	FEDERAL	-ADJUSTMENT-	VOUCHER
EA/SUBJOB	TO DATE	PREV CLAIMED	AMOUNT PERCENT	AMOUNT	SHARE	AMOUNT CODE	AMOUNT
FEDERAL PROJECT: BROS-2402-003							

F02147							
C09759 -000	37.06	1.21	37.06				
C09759 -010	2,096.14	.00	.00				
C09759 -011	67,690.63	54,180.94	67,690.63				
AGREEMENT TOTALS	69,823.83	54,182.15	67,727.69 80.00	54,182.15	54,182.15	.00	.00
FED PROJ TOTALS	69,823.83	54,182.15	67,727.69	54,182.15	54,182.15	.00	.00
FEDERAL PROJECT: BROS-2403-002							

F02205							
C3241997-011	3,950.58	3,160.46	3,950.58				
AGREEMENT TOTALS	3,950.58	3,160.46	3,950.58 80.00	3,160.46	3,160.46	.00	.00
F02612							
C4241910-011	14,212.10	14,212.10	14,212.10				
AGREEMENT TOTALS	14,212.10	14,212.10	14,212.10 100.00	14,212.10	14,212.10	.00	.00
FED PROJ TOTALS	18,162.68	17,372.56	18,162.68	17,372.56	17,372.56	.00	.00
FEDERAL PROJECT: BROS-2403-003							

F02213							
C3242533-000	8.34	.28	8.34				
C3242533-011	187.39	156.30	187.39				
AGREEMENT TOTALS	195.73	156.58	195.73 80.00	.58	156.58	.00	.00
F02621							
C4242501-000	46.86	1.32	46.86				
C4242501-011	1,124.55	935.81	1,124.55				
AGREEMENT TOTALS	1,171.41	937.13	1,171.41 80.00	937.13	937.13	.00	.00
FED PROJ TOTALS	1,367.14	1,093.71	1,367.14	1,093.71	1,093.71	.00	.00
FEDERAL PROJECT: BROS-2500-003							

F01687							



U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Marion	DIVISION Oregon	RECEIVED STATE HWY ENGR JAN 29 '86 REFER TO <i>Frederickson</i> FOR <table border="1"> <tr> <td>Info</td> <td>Inves</td> <td>R/O</td> <td>D/R</td> <td>Spec</td> <td>MC</td> <td>File</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Info	Inves	R/O	D/R	Spec	MC	File							
Info	Inves	R/O	D/R		Spec	MC	File											
DATE OF REPORT JAN 23 '86	REPORT MADE BY C. O. Fredrickson, Const. Engr.		PROJECT NO. BROS-2403(3)															
COMPLETION DATE (Actual) 10-26-83	ACCEPTANCE DATE BY CONTRACT AGENCY 11-5-85	TIME ELAPSED 100 %	CONTRACT TIME 90 CD 2/7															
LOCATION Croison Creek Culvert Section of Golf Course Road in Salem																		

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
(Projects over \$500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.

1. Description of Improvement as Programed:

- A. Construct detour, remove existing bridge.
- B. Construction of roadbed, aggregate base and asphalt concrete pavement.
- C. Install 9'-6" x 6'-5" structural plate steel arch pipes with concrete headwalls.
- D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: David J. Conway dba CEMS

3. Contract Amount: \$53,960.05

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) *C. O. Fredrickson*

Title Construction Engineer

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE <u><i>C. O. Fredrickson</i></u>		SIGNATURE <u><i>S. K. MOSSNER</i></u>	
TITLE <u>Area Engineer</u>		TITLE <u>Field Operations Engineer</u>	
DATE <u>11-2-85</u>		DATE <u>JAN 28 1986</u>	

REQUEST FOR WARRANT

Project No.: _____

Hwy. Agr. No.: _____

Contract No.: 9682

Estimate No.: 6 Final

Work Order No.: _____

Approved by: V. E. Strong
Prepared by: [Signature]

Doc. No. RM C09682

11.1.1985
Month Day Year

Month Day = Year

Agency 02 Vendor # 0000962522 Sup. 00 Ref. Doc./Sup. Check No.

Invoice No.	Amount	Sub. Acct.	Ref. Code	RD
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[illegible]

12/03/85

PAGE 1

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

B July # C 168 12-3-85

CONTRACT NUMBER: C09682

ESTIMATE NUMBER: 006

DAVID J. CONWAY DBA CEMS

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
AMOUNT TO DATE:		53,960.05	0.00	1,000.00	0.00	52,960.05
PRIOR AMOUNT:		53,881.36	0.00	1,000.00	0.00	52,881.36
PRESENT AMOUNT:		78.69	0.00	0.00	0.00	78.69
EA NUMBER:	SUB NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
C09682	010	2,304.00	0.00	0.00	0.00	2,304.00
C09682	011	2,225.31	0.00	0.00	0.00	2,225.31
TOTAL:		78.69	0.00	0.00	0.00	78.69

P. L. L. L.

B POS - 2403(3)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

CONTRACT PAYMENT SYSTEM -- SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

B. J. # C 168 12-3-85

ER: C09682

ESTIMATE NUMBER: 006

DAVID J. CONWAY DBA CEMS

CONTRACT
PAYMENT

LIQUIDATED
DAMAGE

RETAINAGE

FORCE ACCOUNT
AMOUNT

NETPAY

53,960.05
53,881.36

0.00
0.00

1,000.00
1,000.00

0.00
0.00

52,960.05
52,881.36

78.69

78.69

0.00

0.00

78.69

CONTRACT
PAYMENT

LIQUIDATED
DAMAGE

RETAINAGE

FORCE ACCOUNT
AMOUNT

NETPAY

2,304.00
2,225.31

0.00
0.00

0.00
0.00

0.00
0.00

2,304.00
2,225.31

78.69

0.00

0.00

0.00

78.69

P. J. J. J.

BROS - 2403(3)



CONTRACT PAYMENT VOUCHER

COUNTY MARION

CONTRACT NO. C09682

ESTIMATE NO. 6

HIGHWAY GOLF COURSE ROAD

FEDERAL AID PROJECT NO. BR052403003

SECTION CROSSION CREEK CULVERT

734-1020 (9-85)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRES
001	11 MOBILIZATION	LUMP SUM	500.0000	100.000	500.00	500.00	
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	300.0000	100.000	300.00	300.00	
003	11 TEMPORARY SIGNS	SQ FT	7.0000	165.800	1160.60	1116.50	
004	11 TEMPORARY GUARD RAIL	LIN FT	12.0000	120.000	1440.00	1200.00	
005	11 TEMP. CONT RAIL TRAFFIC	CLIN FT	10.0000	50.000	500.00	500.00	
006	11 TEMPORARY DELINEATORS	EACH	20.0000	20.000	400.00	400.00	
007	11 CLEARING AND GRUBBING	LUMP SUM	300.0000	100.000	300.00	300.00	
008	11 CONSTRUCT AND REMOVE	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
009	11 EMBANKMENT IN PLACE	CU YD	4.0000	419.700	1678.80	1682.40	
010	11 TRENCH EXCAVATION	CU YD	4.0000	59.500	238.00	238.00	
011	11 1"-0 AGGREGATE BASE	TON	8.5000	1.171.240	9955.54	10152.40	
012	11 CLASS C ASPHALT	TON	30.0000	134.450	4033.50	4033.50	
013	11 10-INCH SEWER PIPE	LIN FT	10.0000	88.000	880.00	875.00	
014	11 30-INCH SEWER PIPE	LIN FT	40.0000	64.000	2560.00	2560.00	
015	11 CONCRETE INLETS, TYPE 1	EACH	400.0000	2.000	800.00	800.00	
016	11 CONCRETE INLETS, TYPE 3	EACH	500.0000	2.000	1000.00	1000.00	
017	11 BRIDGE REMOVAL WORK	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
018	11 STRUCTURE EXCAVATION	CU YD	5.0000	304.160	1520.80	1560.00	
019	11 SPECIAL WALL BACKFILL	CU YD	9.0000	43.250	389.25	360.00	
020	11 STRUCTURAL CONCRETE	LUMP SUM	7200.0000	100.000	7200.00	7200.00	
021	11 REINFORCEMENT	LUMP SUM	1800.0000	100.000	1800.00	1800.00	
022	11 THREE TUBE METAL	LIN FT	55.0000	44.000	2420.00	2420.00	
023	10 9'-6"X6'-5" STRUCT	ARCH LIN FT	120.0000	19.200	2304.00		
023	11 9'-6"X6'-5" STRUCTURAL	ARCH LIN FT	120.0000	76.800	9216.00	11520.00	
3001A	PRICE AGREEMENT ITEMS						
3002A	11 CR TO REVISE ROADWAY	LUMP SUM	2796.4400	100.000	2796.44	2796.44	
3002B	11 GUIDE POSTS (TYPE I)	EACH	39.5000	20.000	790.00	790.00	
3002C	11 REMOVE TREE	LUMP SUM	1070.0000	100.000	1070.00	1070.00	
3002C	11 3"-0 QUARRY ROCK FILL	LUMP SUM	800.0000	100.000	800.00	800.00	

DATE

12.03.85 PG. 01 C09682

TOTAL CONTRACT ITEMS

ENGINEER OR AUDITOR

FORCE ACCOUNT

ACT PAYMENT VOUCHER	COUNTY	MARION		CONTRACT NO.	C09682	ESTIMATE NO.	6
	HIGHWAY	GOLF COURSE ROAD		FEDERAL AID PROJECT NO.	BR052403003		
	SECTION	CROSION CREEK CULVERT					

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
IZATION	LUMP SUM	500.0000	100.000	500.00	500.00	
DRARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	300.0000	100.000	300.00	300.00	
DRARY SIGNS	SO FT	7.0000	165.800	1160.60	1116.50	44.10
DRARY GUARD RAIL, TYPE 1	LIN FT	12.0000	120.000	1440.00	1200.00	240.00
CONT RAIL TRAFFIC BARRIERS REFLECTOR	CLIN FT	10.0000	50.000	500.00	500.00	
DRARY DELINEATORS	EACH	20.0000	20.000	400.00	400.00	
ING AND GRUBBING	LUMP SUM	300.0000	100.000	300.00	300.00	
TRUCT AND REMOVE	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
EMENT IN PLACE	CU YD	4.0000	419.700	1678.80	1682.40	3.60-
H EXCAVATION	CU YD	4.0000	59.500	238.00	238.00	
AGGREGATE BASE	TON	8.5000	1.171.240	9955.54	10152.40	196.86-
C ASPHALT	TON	30.0000	134.450	4033.50	4033.50	
CH SEWER PIPE	LIN FT	10.0000	88.000	880.00	875.00	5.00
CH SEWER PIPE	LIN FT	40.0000	64.000	2560.00	2560.00	
ETE INLETS, TYPE 1	EACH	400.0000	2.000	800.00	800.00	
ETE INLETS, TYPE 3	EACH	500.0000	2.000	1000.00	1000.00	
ET REMOVAL WORK	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
TURE EXCAVATION	CU YD	5.0000	304.160	1520.80	1560.00	39.20-
AL WALL BACKFILL	CU YD	9.0000	43.250	389.25	360.00	29.25
TURAL CONCRETE, ORCEMENT	LUMP SUM	7200.0000	100.000	7200.00	7200.00	
TUBE METAL	LUMP SUM	1800.0000	100.000	1800.00	1800.00	
16'-5" STRUCT	LIN FT	55.0000	44.000	2420.00	2420.00	
16'-5" STRUCTURAL	CLIN FT	120.0000	19.200	2304.00	2304.00	
E AGREEMENT ITEMS	CLIN FT	120.0000	76.800	9216.00	11520.00	2304.00
REVIS ROADWAY	LUMP SUM	2796.4400-	100.000	2796.44-	2796.44-	
POSTS (TYPE I)	EACH	39.5000	20.000	790.00	790.00	
TREE	LUMP SUM	1070.0000	100.000	1070.00	1070.00	
UARRY ROCK FILL	LUMP SUM	800.0000	100.000	800.00	800.00	
TOTAL CONTRACT ITEMS						
FORCE ACCOUNT						



CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY

HIGHWAY

SECTION

CONTRACT NO.
C09682

ESTIMATE NO.
6

FEDERAL AID PROJECT NO.

NO.

ITEMS

UNITS

UNIT PRICE

AMOUNT TO DATE

PREVIOUS AMOUNT

PR

Type Code

"P" Construction Cost

"N" Construction Cost

Total Cost

K007

\$ 5,656.05

2,304.00

53,960.05

: GROSS RETAINAGE :

: TREASURER DEPOSIT :

: * NET RETAINAGE :

DATE

12 03 85 PG. 02 C09682

TOTAL CONTRACT ITEMS

53881.36

53960.05

ENGINEER OR AUDITOR

FORCE ACCOUNT

November 15, 1985

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9682

Contract No. 9682 awarded to David J. Conway dba CEMS for work on the Croisan Creek Culvert Section of the Golf Course Road in Marion County was completed on March 28, 1984 and accepted by the State Highway Division on November 5, 1985.

Final payment in the amount of \$1,078.69 will be released to the contractor after November 20, 1985. The total contract amount is \$53,960.05 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: David J. Conway
dba CEMS
4615 18th Place S.
Salem, OR 97302

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

FKN:arc

NOTED ON CARD

11-15-85



Department of Transportation

HIGHWAY DIVISION

Region 2

2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

February 7, 1985

In Reply Refer To
File No.: 9682

Marlin Brinkley, P. E.
City Engineer
555 Liberty Street SE
325 City Hall
Salem, Oregon 97301

ATTN: Gary Wilson, P. E.
Project Manager

RE: Reduction in FHWA Participation
Croisan Creek Culvert
Golf Course Road
Marion County
FAP No. BROS-2403(3)

This contract was administrated by the City of Salem. Work started on August 1983, and was substantially complete in November 1983. This project installed two 9'6" X 6'5" culvert pipes. On January 18, 1985, William Kappus, Area Engineer - FWHA, notified M. D. Glenn on extent of FHWA participation reduction.

Dave Glenn (OSHD) and FWHA Area Engineers Dave Carter and Bill Kappus conducted a field inspection of the culvert installation. They concluded that the culverts as installed would likely perform satisfactorily under normal flow conditions; however, performance under flood flow condition is questionable. In allowing this non-specification installation, the FHWA feels the performance life of this installation has been jeopardized, and in their judgment, reduced by at least 50 percent. They are therefore reducing the Federal participation in the easterly culvert by 50 percent.

PROGRAM SECTION

MANAGER ☒ RESOURCE UNIT ☐
FA UNIT ☒ PROGRAM UNIT ☐

FEB 03 1985

REFER TO Gaither

R/D ☐ ACT ☐ REPLY ☐

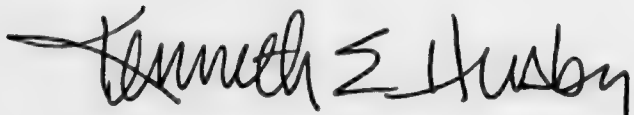
DISC ☐ INFO ☐ FILE ☐

copy Local Gov'ts

Page 2

The project agreement established the FHWA participation at 80 percent of the bid price. The amount of their participation will therefore be reduced by 48 lin. ft. X \$120/lin. ft. X 80 percent X 50 percent = \$2,304. We will therefore be asking the City of Salem to arrange financing this \$2,304 worth of non-participating monies.

It is my hope that this item will be taken care of in a timely manner and will not cause any ill feelings between all concerned. I also hope that we might eliminate all non-participating items in the future.



Kenneth E. Husby, P. E.
REGION CONSTRUCTION ENGINEER

KEH/DJ:vlw

c: ~~Gary~~ Potter
Vern Skoog



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

REGION 2 OFFICE	
RECEIVED	
RLO.....	JAN 29 1985
RE.....	RCE.....
RTS.....	RLS.....
RUS.....	RG.....

January 21, 1985

IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

CE.....	CAE.....	RECEIVED	LS.....	TC.....
COE.....	OM.....		SA.....	CC.....
OE.....		JAN 24 1985	FE.....	CP.....
CA.....			POC.....	
CAM.....		CONSTRUCTION	QCS.....	
EEO.....		SECTION	FILE.....	

Oregon Project BROS-2403(3)
Croisan Creek Culvert, Golf Course Road, Marion County

This project provided for the replacement of a failed timber structure with two 117-inch corrugated metal culvert pipes with concrete headwalls. The City of Salem performed the contract administration on this project. The work started in August 1983 and was substantially complete in November 1983.

In early December 1984, we became aware of a major deficiency in this project. Each culvert was manufactured in two sections and banded together upon installation. Project records indicate that the easterly culvert did not band together properly, "leaving a 4- to 5-inch gap between the culvert sections." Rather than reject this unacceptable installation, the contractor was allowed to pop-rivet (1/2" rivets) a 27-inch galvanized band over the joint on the bottom half of the pipe.

On December 20, 1984, Mr. Dave Glenn (OSHD) and FHWA Area Engineers Dave Carter and Bill Kappus made a field inspection of the culvert installation. It was concluded that the culverts as installed would likely perform satisfactorily under normal flow conditions; however, performance under flood flow condition is considered questionable. In allowing this nonspecification installation, the performance life of this installation has been jeopardized, and in our judgment, reduced by at least 50 percent. We are therefore reducing Federal participation in the easterly culvert by 50 percent.

cc Bill Anhorn - Please inform
City of Salem that 50% of the
easterly culvert will be
non-participating

Sincerely yours,

G. K. Hosmer
Dale E. Wilken
Division Administrator

24-85
cc: Test File
Contract Documents
Materials
OSHD (Mr Potter, Pgm Sec)

1-24-85 - Contacted Wm Kappus re: intent of statement - reduced by 50%. He informed me the intent was 48 lin. ft. (Total length of easterly culvert) x 120°/lin. ft. x 80% FHWA participation x 50%. This amount to same reduction (\$2,304.00) contained in my memo to



STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6509 FILE: CON 5

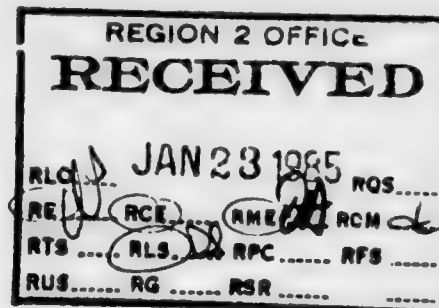
TO: THE FILES

DATE: January 22, 1985

ORIGINAL SIGNED BY

FROM: M. D. Glenn
Quality Control Supervisor

SUBJECT: Croisan Creek Culvert
FAP No. BROS-2403(3)
Contract No. 9682
Reduction in FHWA Participation in Project



William Kappus, Area Engineer, notified me January 18, 1985 that a decision had been reached on the extent of FHWA participation in the costs for the 9 ft.-6 inch x 6 ft.-5 inch culvert pipe installed on this project.

They will not participate in their costs for one-half (24 lin. ft.) the length of the easterly culvert. I asked if this was for just the material cost of the culvert pipe or the entire bid price and he said it was the bid price of \$120.00/lin.ft. for bid item 23.

The project agreement established their participation at 80% of the bid price. The amount of their participation will therefore be reduced by 24 lin.ft. x \$120.00/lin.ft. x 80% = \$2,304.00.

Bill informed me a letter of confirmation will follow.

MDG:mk

cc: William Anhorn ✓
William Kappus - FHWA
Contract Payments
Test File

01221M



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

January 21, 1985

IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

RECEIVED STATE HWY ENGR						
JAN 24 '85						
REFER TO <i>Fredrickson</i>						
FOR						
Info	Invt	R/D	D/R	Sign	Act	File
☒	☐	☐	☐	☐	☐	☒

*Orig. to
1/30*

*WES
TAA*

Oregon Project BROS-2403(3)
Croisan Creek Culvert, Golf Course Road, Marion County

This project provided for the replacement of a failed timber structure with two 117-inch corrugated metal culvert pipes with concrete headwalls. The City of Salem performed the contract administration on this project. The work started in August 1983 and was substantially complete in November 1983.

In early December 1984, we became aware of a major deficiency in this project. Each culvert was manufactured in two sections and banded together upon installation. Project records indicate that the easterly culvert did not band together properly, "leaving a 4- to 5-inch gap between the culvert sections." Rather than reject this unacceptable installation, the contractor was allowed to pop-rivet (1/4" rivets) a 27-inch galvanized band over the joint on the bottom half of the pipe.

On December 20, 1984, Mr. Dave Glenn (OSHD) and FHWA Area Engineers Dave Carter and Bill Kappus made a field inspection of the culvert installation. It was concluded that the culverts as installed would likely perform satisfactorily under normal flow conditions; however, performance under flood flow condition is considered questionable. In allowing this nonspecification installation, the performance life of this installation has been jeopardized, and in our judgment, reduced by at least 50 percent. We are therefore reducing Federal participation in the easterly culvert by 50 percent.

Sincerely yours,

G. K. Wilken
Dale E. Wilken
for Division Administrator

cc:
OSHD (Mr Potter, Pgm Sec)

9643

STAMP COPY

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER	7-61		State	Oregon
PROJECT REPORT NUMBER			County	Marion
MODIFICATION NUMBER	1		Project Number	BR0S-2403(3)

**MODIFICATION OF
FEDERAL-AID
PROJECT AGREEMENT**

7-11-84

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 1983, is hereby modified as follows:

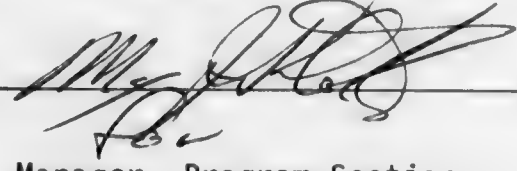
	Former amount	Revised amount
Estimated total cost of project	\$ 64,308	\$ 69,351
Federal funds	2,000 (117) \$ 49,446 (114)	2,000 (117) \$ 53,480 (114)
Other revisions		

This modification is made for the following reasons:

To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of July, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By 
Manager, Program Section
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By 
(Division Administrator)

For: Dale E. Wilken

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____
(Title)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 6, 1984

FEDERAL AID PROJECT NO. BROS-2403(3)

Croisan Creek Culvert Section
Golf Course County Road
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROWA
Right of Way

Total from Project Agreement Estimate of September 7, 1983 \$ 2,500.00

TYPE CODE Y007
Structure, Bridge No. 0905 (Sta. 9+90.84 to Sta. 10+13.17)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	\$ 8.50	745	\$ 6,332.50	1,194.4	\$ 10,152.40
Subtotals			\$ 6,332.50		\$ 10,152.40

Subtotal from Project Agreement Estimate of September 7, 1983
Increase
Subtotal
Engineering
Total
\$ 3,819.90
53,980.50
\$ 57,800.40
9,050.60
\$ 66,851.00

Length of Project ----- 0.00 mi.

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Right-of-Way	117	\$ 2,500.00	\$ 2,000.00	\$ 500.00
Culvert	114	66,851.00	53,480.00	13,371.00
Total		\$ 69,351.00	\$ 55,480.00	\$ 13,871.00

Group 1: 100%
Contract No. 9682
Prefix: 324-1997
Prefix: 324-1090

WH:me

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		State	
MONTHLY TRANSACTION NO.		FEDERAL-AID PROJECT AGREEMENT		Oregon	
10-59460				County	
				Marion	
				Project No.	
				BROS-2403(3)	
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.					
PROJECT TERMINI					
Croisan Creek Culvert					
PROJECT CLASSIFICATION OR PHASE OF WORK				EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)					
PRELIMINARY ENGINEERING					
RIGHTS-OF-WAY					
CONSTRUCTION				7-18-83	0.00
OTHER (Specify)					
FUNDING PRO RATA 88.0%					
ESTIMATED TOTAL COST OF PROJECT				FEDERAL FUNDS	
\$ 64,308.00				\$ 51,446.00	
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.					
OREGON STATE HIGHWAY DIVISION (Official name of Highway Agency)				U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
By <u>H.S. Coulter</u>				By <u>Dale E. Wilken</u>	
Manager, Program Section (Title)				(Division Administrator)	
XXX For: H.S. Coulter, P.E.				For: Dale E. Wilken	
State Highway Engineer (Title)				Date executed by Division Administrator	
By _____				JUL 11 1983	
(Title)					

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

- a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.
- b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume I, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

2
Oregon State Highway Division
Salem, Oregon September 7, 1983

Federal-Aid Project No. BROS-2403(3)

Croisan Creek Culvert Section
Golf Course County Road
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code ROWA

Right-of-Way	All Required		\$ 2,500.00
--------------	--------------	--	-------------

Type Code Y007

Structure, Bridge No. 0905 (Sta. 9+90.84 to Sta. 10+13.17)

Mobilization	All Required		\$ 500.00
Temporary Protection and Direction of Traffic	All Required		300.00
Temporary Signs	141 Sq. Ft.	7.00	987.00
Temporary Guard Rail, Type 1	100 Lin. Ft.	12.00	1,200.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	50 Lin. Ft.	10.00	500.00
Temporary Delineators	20 Each	20.00	400.00
Clearing and Grubbing	All Required		300.00
Construct and Remove Detour Embankment in Place	All Required		2,000.00
Trench Excavation	220 Cu. Yd.	4.00	880.00
1"-0 Aggregate Base	54 Cu. Yd.	4.00	216.00
Class "C" Asphalt Concrete	745 Ton	8.50	6,332.50
10-inch Sewer Pipe	240 Ton	30.00	7,200.00
30-inch Sewer Pipe	87 Lin. Ft.	10.00	870.00
Concrete Inlets, Type 1	53 Lin. Ft.	40.00	2,120.00
Concrete Inlets, Type 3	2 Each	400.00	800.00
Bridge Removal	3 Each	500.00	1,500.00
Structure Excavation	All Required		1,500.00
Special Backfill	215 Cu. Yd.	5.00	1,075.00
Structural Concrete	40 Cu. Yd.	9.00	360.00
Class 3300 (34 Cu. Yd.)	All Required		7,200.00
Reinforcement (3,910 Lbs.)	All Required		1,800.00
Three Tube Metal Railing	44 Lin. Ft.	55.00	2,420.00
9'-6"x6'-5" Structural Plate	96 Lin. Ft.	120.00	11,520.00
			\$ 51,980.50

Anticipated Items

Permanent Pavement Striping	All Required	\$ 10,000.00
Temporary Pavement Striping	All Required	500.00
Roadside Seeding and Mulching	All Required	500.00
		<u>\$ 2,000.00</u>
	Subtotal	\$ 53,980.50
	Engineering	7,827.50
	Total	<u>\$ 61,808.00</u>

Length of Project 0.00 mi.

SUMMARY OF FUNDS (80%)

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>City Funds</u>
Right-of-Way	\$ 2,500.00	\$ 2,000.00	\$ 500.00
Culvert	61,808.00	49,446.00	12,362.00
Total	<u>\$ 64,308.00</u>	<u>\$ 51,446.00</u>	<u>\$ 12,862.00</u>

Group 1 100%
Contract No. 9682
Prefix: 324-1997
Prefix: 324-1090

CROISAN CREEK CULVERT
AT GOLF CLUB ROAD
BRIDGE REPLACEMENT

F.A.U. BROS-2403 (3)

Contract No. 9682

RESIDENT ENGINEER'S NARRATIVE REPORT

Pre-Construction Conference

Meison

1. Versteeg	✓	RECEIVED	
2. Anderson	✓		
3. Adams	✓		
4. Steenab	✓	APR 12 1984	Do Not File
5. Edwards			Return To
6. Terpin			Bring Up
7. Trout		ROAD DESIGN	Action
8. Wackerling		SECTION	

NOTED
N. E. MANN

The pre-construction conference was held August 8, 1983, in Room 310, Salem City Hall. The following agencies and companies were represented: Oregon State Highway Division, City of Salem Public Works, David J. Conway dba CEMS, and Northwest Natural Gas Co. Pacific Northwest Bell was also involved in the pre-construction coordination but was unable to attend due to manpower shortages from an employee strike.

Utility Relocation

Two underground utilities were affected by this project. Northwest Natural Gas Co. and Pacific Northwest Bell both re-routed their lines out of the construction area until the culverts were placed and then permanently located their lines over the culverts during construction.

Construction

CEMS moved in and began construction on August 15, 1983. The first item of construction was construction signing and the construction of a temporary detour route. City crews then removed the temporary emergency bridge which had been providing service.

CEMS removed the defective structure, constructed a temporary earthen dam upstream and began structural excavation on August 17, 1983. After experiencing much difficulty trying to excavate without de-watering, a pump was brought in August 23, 1983, and the remainder of the excavation was accomplished without further difficulty or delay.

The culverts each being manufactured in two sections and banded together were placed August 23, 1983. One culvert matched together very well when banded, but the other did not leaving a 4 to 5-inch gap between the culvert sections. This gap could have been the result of improper manufacturing or rough handling during transit or installation. To repair the defect caused by the poor section alignment, a galvanized band was riveted to the inside of the connection to eliminate the gap and eliminate the potential for backfill material loss. If 10-gauge 3" x 1" corrugated arch pipe of this size (117" x 79") is used, I would recommend that the ends be braced during transportation and installation to prevent joint distortion.

During the installation and joining corrections, it was also discovered that the culverts were apparently improperly manufactured resulting in a shape which was 12 inches too tall. This 12-inch increase in height resulted in inadequate roadway cover. To correct this the roadway profile was raised 12 inches at the culvert crossing. All additional expense resulting from this raise in grade was born by CEMS at their request and at no cost to the project.

After the culverts were installed and the above mentioned deficiencies were corrected, concrete headwalls were placed and completed on September 23, 1983.

The culverts backfilling began on October 5, 1983, when concrete test cylinders taken during headwall construction reached 95% of design strength. Storm drainage construction was also completed during this period.

After the culverts were backfilled, the roadway embankment and aggregate base was placed. Paving of the roadway was completed October 13, 1983.

The removal of the detour route, shoulder construction, and guard rail construction was completed and CEMS requested a final inspection on October 19, 1983. Several items of work and clean up still were unfinished. These items were satisfactory on October 28th and the final inspection was scheduled.

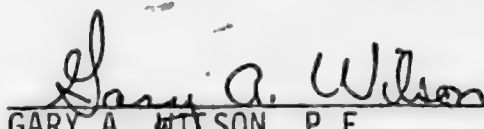
Final Inspection

A semi-final inspection was held November 17, 1983. Attending were Herb Schell, F.H.W.A.; Gerald Wimer and Phil Stearns, O.S.H.D.; David Conway, CEMS; and Gary Wilson and Arlan Schendal, City of Salem. One item requiring correction was noted, the guard rail was improperly installed without continuous rails and end caps. Also noted were the following items requiring additional work: additional backfill at the ends of the wing walls, the placement of delineators along the pavement shoulder, and the removal of a tree adjacent to the upstream headwall.

All correction and additional items were completed on February 6, 1984.

Conclusion

The project's replacement of a failed timber structure with two corrugated, metal pipes, with concrete headwalls, has been very worthwhile and has greatly improved the roadway serviceability and the stream flow capacity at this crossing.


GARY A. WILSON, P.E.
RESIDENT ENGINEER, CITY OF SALEM

STATEMENT OF OVERRUNS AND UNDERRUNS

LOCATION: Croisan Creek Culvert
HIGHWAY: Golf Course Road
COUNTY: Marion

CONTRACT #: 9682
PREFIX #: 324-1090
P.A.P. #: BROS-2403 (3)

	Contract Amount	Semi-Final Amount	%(+ or -)
Fixed Items	51,980.50	53,881.36	3.65(+)
Anticipated Items	2,000.00	0	100.0 (-)
Contingencies	2,429.12	0	100.0 (-)
Engineering	5,398.05	10,000.00	85.3 (+)
Total	61,807.67	63,881.36	3.35(+)

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item	Contract Quantity	Final Quantity	%(+ or -)
------	----------------------	-------------------	-----------

No substantial changes in total project costs were encountered.

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

CROISAN CREEK CULVERT

WEEK ENDING

February 25, 1984

SECTION PREFIX

324-1090

HIGHWAY

Golf Course Road

COUNTY

Marion

NAME OF JOB

Croisan Creek Culvert

CONTRACTOR

David J. Conway dba C.E.M.S.

KIND OF WORK

Grading, Paving & Culverts

DATE OF CONTRACT

CONTRACT NUMBER

9682

FEDERAL AID PROJECT NUMBER

BROS-2403 (3)

DATE WORK STARTED

August 15, 1983

ESTIMATED COMPLETION DATE

November 20, 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

SUPERVISION:

SPECIFIED WORK DAYS

N/A

SPECIFIED CALENDAR DAYS

90

SPECIFIED COMPLETION DATE

N/A

WORK DAYS USED

CALENDAR DAYS USED

63

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION:

\$ 61,807.67

EXCLUSIVE OF ENGINEERING:

\$ 56,409.62

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING

\$ 53,980.50

ENGINEERING
AUTHORIZATION

\$ 5,398.05

ENGINEERING
COST TO DATE

\$ 10,000.00

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100%

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

DATE PROJECT WAS COMPLETED:

100%

ESTIMATED PERCENT OVERRUN
UNDERRUN

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		GRADING		SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		.04		.04			
MILES PARTIALLY COMPLETED		.04		.04			
MILES COMPLETED		.04		.04			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1050		1050			
TOTAL QUANTITIES CORRECTED TO DATE		---		---			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		220		134			
AVERAGE DAILY QUANTITIES		---		---			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		---		---			
NUMBER OF SHIFTS PER DAY		0		---			
HOURS PER SHIFT		0		---			
EQUIPMENT USED DURING THE WEEK.							

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE ☒ RECEIVED
 CAE ☒
 FOE ☒
 OCS ☒
 SCS ☒
 SEQ ☒

MAR 12 1984

CONSTRUCTION
SECTION

OM

CA

LS

TC

FE

CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

WORK completed

REMARKS

Working on semi - final. Looks like contractor has most of his paper work in.

SIGNED Gary A. Wilson LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES



7610

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594 CON 5

TO: H. H. Patterson
Construction Office Manager
R. D. Church by MK
FROM: R. D. Church
Contract Payments Coordinator
SUBJECT: Request Contract Acceptance

DATE: December 8, 1983

Contract 9682, Work Completed October 26, 1983
Project Croison Creek Culvert
Highway Golf Course Road
County Marion

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date _____

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Dave Canfield
Don Harwell
Max Klotz
Jack Sullivan
Doug Tindall
Don Wackerbarth
Hank Wakerlig

CPC/FM1

PROGRAM SECTION

MANAGER _____ PROJECT UNIT _____

DEC 1983

MAN. ASSIST. _____ PROGRAM UNIT _____

REFER TO _____

FOR _____

MA 4



PACIFIC CULVERT & FABRICATORS, INC.

P.O. BOX 759, TENINO, WASHINGTON 98589

TELEPHONE (206) 264-2725

August 25, 1983

State of Oregon
Department of Transportation
Administration Building
Salem, OR 97302

Gentlemen:

We are sending you the attached notice as part of the routine of conducting our business.

Occasionally, customers have felt that such a notice is a reflection upon the credit of the contractor. We want you to understand clearly that we have no such intention but that we are merely complying with the laws of the State of Washington. These notices are sent by us automatically on all jobs where we furnish material upon the order of someone other than the owner of the property. In this way we comply with the law in all cases and you, as owner, are fully informed regarding all materials ordered for your job.

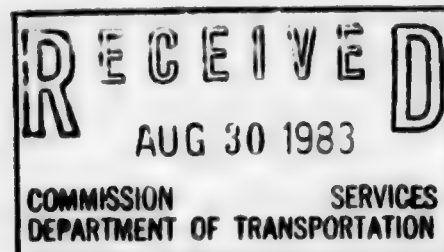
We are pleased to have the opportunity to serve you even though this particular order came to us indirectly.

If you have any problems in connection with your job, we hope that both you and your contractor will make use of any help we might be able to give. We want to be sure that you are not only satisfied but completely enthusiastic about our products.

Sincerely,

Karolyn Wayt
Credit Manager

KW:db
Enclosure
Certified Mail



*no response
rec.
In*

A SUBSIDIARY OF PACIFIC POWDER, PIPE & SUPPLY, INC



PACIFIC CULVERT & FABRICATORS, INC.

P.O. BOX 759, TENINO, WASHINGTON 98589

TELEPHONE (206) 264-2725

August 25, 1983

9682

Gentlemen:

We are pleased to advise you that on August 24, 19 83, we commenced to deliver materials for use on the

Project # Bros 2403(3) Croisan Creek Culvert - Golf
Course Road

These materials were delivered on the order of

David J. Conway dba CEMS, Salem, Oregon

and furnished to David J. Conway dba CEMS

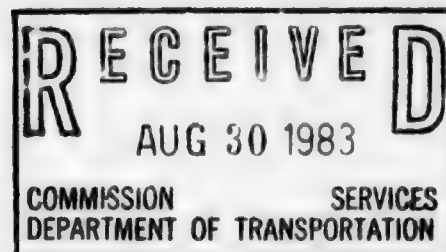
We take this opportunity to advise you of this fact in line with our policy to keep contractors fully informed of any delivery of materials or supplies for which they and their surety will be held responsible for payments.

Sincerely,

Karolyn Wayt

Karolyn Wayt
Credit Manager

KW:db



7612

County _____

Column A - Total Funds Needed to Complete Project
Column B - Total Funds Needed for Present Phase of Work

Project Manager	901	50	2			
Citizens Involvement	902					
Local Government	903	0				
Consultants Fees	904					
Final Design	0905	719720				
Bridge Design	0906	OK 150				
Preliminary Design	907					
R/W Descriptions	909					
Region Geology	910	0				
Traffic Section	911					
Landscape Department	912					
R/W - Liaison	913					
Region Utility Liaison	914					
Audit Services	915					
Photogrammetry	916					
Location	0 918	OK				
Program Management	920	OK				
Specifications	921	1450				
Adm. Services (Engineering)	922	OK				
Environmental Section	923	100				
DOT - Planning	924					
Air Monitoring	925					
Structural Foundations	926	OK				
Bridge Design for Counties	927					
R/W Utility Engineer	0 932	OK				
Surfacing Engineer	933					
Chief Geologist	934					
Soils Engineer	935					
Region Traffic	936					
Hydraulics	937					
Region Environmental	938					
Urban Studies Unit	949					
Training Courses	950					
Employee Reloc. Assistance	955					
Personal Leave	960					
Administrative Leave	961					
Public Hearing Charges	980					
EEO Monitoring Expense	985					
TOTAL		3620				

August 5, 1983

Private

Ron Merry
Director of Public Works
City of Salem
555 Liberty Street
Salem, OR 97301

Dear Ron:

On July 28, 1983 we received a satisfactory bid from David J. Conway, dba L&S, 4015-1d Place South, Salem, Oregon 97302 for the Crossan Creek Culvert section of Golf Course Road in Salem. This is a highway bridge replacement project No. 3X05-2403(3).

As described in our Agreement No. 7559, we anticipate the financial sharing of the project cost will be:

Contractor's Bid		351,900.00
Anticipated Additional Items:		
Permanent Pavement Striping	2,000.00	
Temporary Pavement Striping	300.00	
Roadside Seeding & Mulching	200.00	
Subtotal		2,500.00
Contingencies (4 1/2%)		13,327.50
Engineering by City (not included)		0.00
Basis for Computing City Share of Constr.		354,400.00
Estimated Cost P.E. work by State		3,400.00
TOTAL BASIS FOR COMPUTING CITY DEPOSIT		357,800.00

CITY SHARE & ADVANCE DEPOSIT:
20% of \$357,800.00 = 71,560.00

We will award the contract when we receive your advance deposit in the amount of 71,560.00, which should arrive not later than August 19, 1983. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

HA:pf

Attachment

OCC 47AD 8 33-01: Phil Stearns, Region 1

Form 30003 - Please return completed AD 8 33-04
when advance deposit is received.

Deposited with
State Treasurer
8-11-83
4753
Per:
City

Rec'd + Awarded
8-12-83
Informed
Phil S.

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO.

BROS-2403(2)

LETTER OF APPROVAL AND/OR AUTHORIZATION

2. STATE PROJECT NO.

See below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.

20004

2A. COUNTY NAME

Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE

7/18/83

8. FEDERAL ROUTE NUMBER

Non Federal-aid

9. STATE ROUTE NUMBER

City Street

10. GENERAL LOCATION:

Croisan Creek (Golf Course Road) Bridge

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION☐ ACQUISITION OF RIGHT-OF-WAY☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS☒ OTHER (Specify) Program change
See below

13. REMARKS

As requested in Mr. Potter's letter of 7/5/83 I approve the revised
Preliminary Engineering Costs to a TEC of \$21,800 Federal Funds
\$17,440.

(Increase TEC \$8,600 Federal Funds \$6,880)

RECEIVED
STATE HWY ENGR

JUL 20 '83

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE

7/18/83

15. SIGNATURE OF APPROVING OFFICIAL

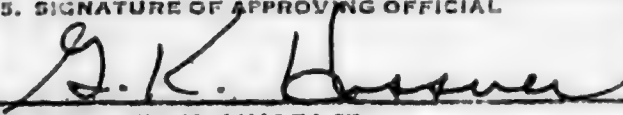
G. K. Hassner

16. TITLE

for Division Administrator

r11 U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. BROS-2403(3)
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See below
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 20004	2A. COUNTY NAME Marion
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon		
7. DATE AUTHORIZATION EFFECTIVE 6/22/83	8. FEDERAL ROUTE NUMBER Non Federal-aid	9. STATE ROUTE NUMBER City Street
10. GENERAL LOCATION: Croisan Creek (Golf Course Road) Bridge Section		
11. GENERAL DESCRIPTION OF WORK Culvert		
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☐ OTHER (Specify)		
13. REMARKS As requested in Mr. Potter's letter of 6/20/83 you are now authorized to proceed with the actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of \$90,292 Federal Funds \$72,233 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. I accept the certification of Mr. Rod Henry dated 5/31/83 that provisions of FHPM 7-5-1 have been complied with.		
14. DATE 6/22/83	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator

RECEIVED					
STATE HWY ENGR					
JUL 3 '83					
REFER TO					
FOR					
Info	Invs	R/D	D/R	Sign	Act
File					

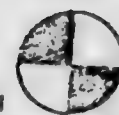
U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. BROS-2403(3)	
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		4. PROGRAM NO.	2A. COUNTY NAME Marion
		5. ITEM NO. 20004	
6. TO Mr. H. S. Coulter State Highway Engineer Oregon State Highway Division Salem, Oregon			
7. DATE AUTHORIZATION EFFECTIVE 6/17/83	8. FEDERAL ROUTE NUMBER Non Federal-aid	9. STATE ROUTE NUMBER City Street	
10. GENERAL LOCATION: Croisan Creek (Golf Course Road) Br. Section			
11. GENERAL DESCRIPTION OF WORK Program Change			
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW			
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☐ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☒ OTHER (Specify) Program Change			
13. REMARKS As requested by Mr. Potter's letter of 5/20/83, I approve the program change as follows: 1) <u>Appn Code:</u> Add "114" for construction phase. 2) <u>Character of Proposed Work:</u> Change to read "R/W & Culvert". 3) <u>Const. Work Code:</u> Change to read "Y007". 4) <u>Project Data:</u> Change 2a) to read "--- and install on existing alignment a twin structural plate steel pipe arch culvert (9' - 6" span, 6' - 5" rise) 48 feet in length".			
14. DATE 6/17/83	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator	

RECEIVED					
STATE HWY ENGR					
JUL 3 '83					
REFER TO					
FOR					
Info	Inves	R/D	D/R	Sign	Act

Rev. 11/81



SUMMARY--BID SCHEDULE--COST ESTIMATE



OREGON STATE

HIGHWAY DIVISION

Section		County		Sheet		of	
Croison Creek Culvert Sec.		Marion		1		2	
Kind of Work		Length		Date		Name	
Grading, Paving, and Culverts		0.04 Miles		5/23		Bergst	
No.	Item	Code	Unit	Quant.	Unit Cost	Total	
	Mobilization		All	All	-	8500 ⁰⁰	
	Temporary Protection and Direction of Traffic		All	All	-	1400 ⁰⁰	
	Temporary Signs		Sq. Ft.	141	6 ⁻	846 ⁰⁰	
	Temporary Guard Rail, Type 1		Lin. Ft.	100	8 ⁻	800 ⁰⁰	
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	50	8 ⁻	400 ⁰⁰	
	Temporary Delineators		Each	20	18 ⁻	360 ⁰⁰	
	Road work						
	Clearing and Grubbing		All	All	-	5,000 ⁰⁰	
	~~Construct and Remove Detour~~		~~All~~	~~All~~	~~-~~	~~5,000⁰⁰~~	
	Construct and Remove Detour Embankment in Place		Cu. Yd.	220	5 ⁰⁰	1,100 ⁰⁰	
	Trench Excavation		Cu. Yd.	54	10 ⁰⁰	540 ⁰⁰	
	1"-0 Aggregate Base		Ton	745	8 ⁰⁰	5,960 ⁰⁰	
	Class "C" Asphalt Concrete		Ton	365	8 ⁰⁰	2,920 ⁰⁰	
	10-inch Sewer Pipe		Lin. Ft.	240	35 ⁰⁰	8,400 ⁰⁰	
	30-inch Sewer Pipe		Lin. Ft.	87	11 ⁰⁰	957 ⁰⁰	
	Concrete Inlets, Type 1		Each	53	30 ⁰⁰	1,590 ⁰⁰	
	Concrete Inlets, Type 1		Each	2	450 ⁰⁰	900 ⁰⁰	
	Concrete Inlets, Type 3		Each	3	450 ⁰⁰	1,350 ⁰⁰	
	~~Concrete Inlets, Type 2~~		~~Each~~	~~1~~	~~450⁰⁰~~	~~450⁰⁰~~	
	~~Structure~~		~~Each~~	~~1~~	~~450⁰⁰~~	~~450⁰⁰~~	
	Bridge Removal		All	All	-	2,500 ⁰⁰	
	Structure Excavation		Cu. Yd.	215	12 ⁰⁰	2,580 ⁰⁰	
	Special Backfill		Cu. Yd.	40	14 ⁰⁰	560 ⁰⁰	
			Ton	66	8 ⁰⁰	528 ⁰⁰	
COST ANALYSIS UNIT: 5-25-83 Rev							
THIS ENGINEERING ESTIMATE IS PRICED FOR							
BID LETTING 6-30-83							

HIGHWAY DIVISION

734-1736 (8-81)



STATE OF OREGON
ROAD DESIGN SECTION

INTERNAL OFFICE MEMO
DES 22

TO: MEMO TO THE FILE
FROM: *Steve Macnab*
Steve Macnab
Specifications Engineer
SUBJECT: Consultant Specifications

DATE: June 3, 1983
Versteeg
Anderson
Adams
Macnab
St. Lawrence
Waters

REC'D

Bring Up

The June 30 bid opening has several consultant projects on it.
Included are:

- | | |
|-------------------------------------|---------------|
| 1. Berry and Staveland Stockways | OBEC |
| 2. Noel and Eslick Creek Bridges | OBEC |
| 3. McKenzie River (Armitage) Bridge | OBEC |
| 4. Yaquina River (Chitwood) Bridge | CH2M-Hill |
| 5. Croisan Creek Culvert | City of Salem |

In each case, the Specifications Unit is to put the projects together into our contract format and advertise them. However, the bid opening dates were, for the most part, requested by the consultants when they submitted the projects to the Region offices.

These dates were requested on the assumption that the project material as submitted by the consultant was in final format. In terms of the specifications, this was not always the case.

It appears that our practice has been to take the consultant's "rough" specifications and rewrite them. This practice requires manpower which we cannot always spare and shifts the responsibility for accurate PS&E documents from the consultant to the State.

I am not sure what our responsibility is for producing finished contract documents for the consultants but I do object to redoing their work and correcting their errors, especially when it requires one to two weeks of a spec writer's time. The consultant is being paid to produce final PS&E documents. The specification that we receive should be ready to put in final book form. The Estimate, Summary and Proposal items should all check and be ready to print. Permits and right-of-way should be clear and certified.

Unfortunately, none of the projects scheduled for June 30 were in such a state of completeness. If I had had my choice, I would have shipped them back and rescheduled them for late July or August. We didn't have that choice. Instead, we wasted our time trying to put these jobs together. I personally spent almost half a week on the

Frank Miller ✓

6-7-83

I thought you would be interested in reading this memo even though there are only problems mentioned and no solutions. CF

RECEIVED TECHNICAL SERVICE	JUN 7 '83	REFER TO	FOR	File
				Act
				Sign
				O/R
				R/D
				Invs
				Info

MEMO TO THE FILE
June 3, 1983
Page 2

phone, trying to get needed material and answers out of the consultants. This did not count the time spent by the spec writers trying to get answers.

In the case of the Croisan Creek Culvert, the City of Salem hadn't even applied for a Division of State Lands Removal/Fill Permit. On all of OBEC's jobs, they were feeding us bits and pieces of items that we needed to incorporate into the final specs and, in most of those cases, we had to ask for the information. As of Friday, May 27, we didn't even have estimates on the four structures in Douglas County because OBEC was still working on them.

I will be amazed if all of these jobs are ready for the June 30 bid opening. If they aren't, it won't be because we didn't try.

If there is a move afoot in the private sector to get a bigger slice of the preliminary engineering pie, then we need to fine-tune how we handle their products. It appears to me that there is no time saved in the Specifications Unit by having consultants develop the specifications.

We need to explore what we require of them and what we are really required to do in order to contract their work. Writing the Special Provisions for them is not the answer.

SHM:ja

cc J. H. Versteeg



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 20, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20004
Project No. BR0S-2403(3)
Croisan Creek (Golf Course Rd.) Br. Sec.
Marion County

I request approval of a program change requiring modifications as follows:

- 1) Appn Code: Add "114" for construction phase.
- 2) Character of Proposed Work: Change to read "R/W & Culvert".
- 3) Const. Work Code: Change to read "Y007".
- 4) Project Data: Change 2a) to read "---- and install on existing alignment a twin structural plate steel pipe arch culvert (9'-6" span, 6'-5" rise) 48 feet in length".

It is the Oregon State Highway Division's present intention to receive bids for this project on June 30, 1983 and we may request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Pub. L. 97-424, Section 145.

JLG:bks
cc: General Files

120 DOT Build
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BR05-2403(3) Prefix 324-2533

Project Name Croison Creek Br. #00701 (Salem)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

- ☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

- ☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

- ☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

- ☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION

MANAGER PROJECT UNIT

APR 28 1983

MAN. ASSIST. PROGRAM UNIT

REFER TO

FOR

C. Utilities

- ☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at _____, Oregon, this _____ day of _____, 1983

City of _____

Mayor

City Recorder

Certified By:

Nigel Wilson
Regional Right-of-Way Supervisor

Date 4/22/83

Instructions: Complete A or B and C.

R/W File No. _____

Rev. 1/81



U.S. Department
of Transportation
**Federal Highway
Administration**

Memo. orandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRQS - 2403(2)
Croisan Creek (Golf Course Rd.) Bridge
Salem City St., in Marion Co.

Date: September 15, 1982

From: Division Administrator

NOTED
H. S. COULTER

Reply to
Attn. of: HFO.2-OR

To: H. S. Coulter
State Highway Engineer

The August 16, 1982 City of Salem letter to Mr. Phil Stearns on the subject project has been reviewed. (This letter was attached to Mr. Stearns' August 31, 1982 memo to Bill Kappus).

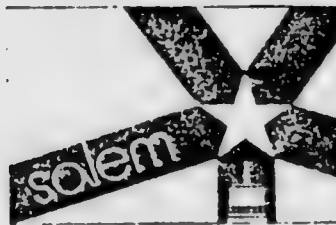
We concur in the City of Salem's selection of Alternative 4, which proposes the installation of two 9' - 6" x 6' - 5" corrugated metal pipes with concrete head walls.

Attachment

For
Dale E. Wilken

RECEIVED STATE HWY ENGR						
SEP 20 '82						
REFER TO <i>Fredrickson</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					X	

9/20
cy Hunter



CITY
OF SALEM,
OREGON

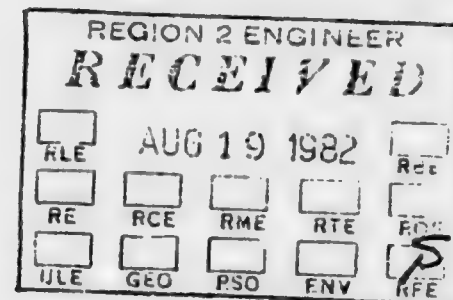
City Hall / 555 Liberty St.
Zip Code 97301

August 16, 1982

Public Works Department

Mr. Phil Stearns, Federal Aid Engineer
Oregon State Highway Division, Region 2
East Salem Highway Building
2960 East State Street
Salem, Oregon 97310

RE: Golf Club Road Bridge Design
Alternative Analysis
W.O. #77 0 332



Dear Mr. Stearns:

As requested, we have reviewed our design and analyzed several alternatives other than the 44-foot structure originally approved and designed. Our analysis was based upon some basic assumptions which are as follows:

- A. Any structure considered should be designed for a 100-year flood of 460 c.f.s. This figure was obtained from an extensive study of major drainage basins completed by City staff and is slightly higher than the 418 c.f.s. figure supplied to us by the USDI Soils Survey. The mean channel velocity into this structure is approximately 5.5 feet per second; and
- B. Any structure considered should be designed to carry the 100-year flood at a depth no greater than 4.6 feet from the design of the future channel bottom. This will eliminate any potential flooding of private property from a 100-year flood. The design for the future improvement of the channel is based upon this 4.6 foot depth; and
- C. Any structure considered should have an ultimate capability of carrying a 34-foot roadway and two 5-foot sidewalks. This is consistent with City design standards for local streets, and while sidewalks are not needed presently, it is assumed that Golf Club Road will be improved at a later date necessitating sidewalks on the structure.

We discussed our possible alternatives and alterations to our original design with Len Wallace and John Tindall of OSHD Bridge Design on July 18, 1982 and came up with the following alternatives:

Alternative 1: (Our Original Design) A 44-foot wide structure with a 34-foot roadway and two 5-foot sidewalks.

Advantages - The roadway is constructed to future width re-

quirements with curbs and sidewalks. A bridge has less potential for debris problems than a culvert. This design could be constructed within the existing right-of-way except for the detour route.

Disadvantages - The bridge will look over designed for the area until the rest of the street is improved.

Estimated Cost \$113,000

Alternative 2: A 32-foot wide structure with a 32-foot roadway and no sidewalks built on a 44-foot wide abutment.

Advantages - A bridge has less potential for debris problems than a culvert. The 44-foot abutment width makes it possible to add on more slabs later and install sidewalks when needed. This structure could be constructed within existing right-of-way except for a detour route.

Disadvantages - Adding sidewalks at a later date will be expensive.

Estimated Cost \$97,000

Alternative 3: This structure consists of two 9'6" x 6'5" corrugated metal pipes with sloped and grouted rip-rap ends.

Advantages - Initial construction provides ample width for future roadway and sidewalk requirements with very little structural modifications necessary to widen.

Disadvantages - A double culvert will tend to trap more debris than a bridge and will need to be cleaned more frequently. This design will require right-of-way takes on both sides of the road because of the sloped ends.

Estimated Cost \$97,000

Alternative 4: This structure consists of two 9'6" x 6'5" corrugated metal pipes with concrete head walls.

Advantages - Initial construction provides ample width for future roadway and sidewalk requirements with little if any structural modifications necessary to widen for future use. This design could be constructed within the existing right-of-way except for a detour route.

Disadvantages - A double culvert will tend to trap more debris than a bridge and will need to be cleaned more frequently.

Estimated Cost \$90,000

Based upon the above analysis, we conclude that the City of Salem would best be served by Alternative 4, the double arch 9'6" x 6'5" corrugated metal

August 16, 1982

culverts with concrete head walls. There is a potential of extra maintenance because of debris but the ability to inexpensively widen the roadway and add sidewalks at a later date is very desirable.

If you concur with our alternative selection, we will need an additional authorization of preliminary engineering funds in order to revise our proposed bridge plans and specifications to culvert plans and specifications. We estimate that cost to be \$4,000. Please initiate the necessary procedures to obtain these funds.

Very truly yours,

Marlin D. Brinkley
Marlin D. Brinkley, P.E.
City Engineer

MOB:jb

Attachment - Cost Summary

cc: Karl D. Goertzen, Chief Design Engineer
Ralph W. Lambert, Project Engineer
Gary A. Wilson, Project Engineer

cc: John Tindall
2/8-20

	ORIGINAL DESIGN 44' BRIDGE	32' BRIDGE ON 44' ABUTMENTS	2-9'6" x 6'5" CMP ARCH PIPES WITH SLOPED HEAD WALLS	2-9'6" x 6'5" CMP ARCH PIPES WITH CONCRETE HEAD WALLS
CONSTRUCTION	~~\$~~ 92,000	~~\$~~ 76,000	~~\$~~ 74,000	~~\$~~ 70,000
CONTINGENCIES 10%	9,200	7,600	7,400	7,000
CONST ENG 10%	9,200	7,600	7,400	7,000
ADDITIONAL DESIGN ENG	-0-	3,000	3,000	3,000
RIGHT-OF-WAY	2,500	2,500	5,400	2,500
	~~\$~~ 112,900	~~\$~~ 96,700	~~\$~~ 97,200	~~\$~~ 89,500

~~\$~~

GOLF CLUB RD. BRIDGE

44' Structure $\frac{1}{2}$

BID SCHEDULE

	Item	Unit	Quantity	Unit Price	Tot
1	Mobilization	Lump Sum	All	6,500 ⁰⁰	650
2	Temporary Protection + Direction OF Traffic	Lump Sum	All	1,500 ⁰⁰	1,500
3	Temporary Signs	Sq Ft.	141	6 ⁰⁰	846
4	Temporary Barricades	Each	2	80 ⁰⁰	160
5	Temporary Guide Posts	Each	20	15 ⁰⁰	300
6	Construction And Removal of Detour Route	Lump Sum	All	3,000 ⁰⁰	3,000
ROAD WORK					
	Clearing + Grubbing	Lump Sum	All	1,000 ⁰⁰	1000
8	Removal of Structures And Obstructions	Lump Sum	All	5,000 ⁰⁰	5,000
9	General Excavation	Cu. Yd.	10	3 ⁵⁰	35
10	Embankment in Place	Cu. Yd	210	5 ⁰⁰	1050
11	Trench Excavation	Cu. Yd	75	7 ⁰⁰	525
12	Special Backfill	Cu. Yd	20	12 ⁰⁰	240
13	1"-0 Aggregate Base	Ton	300	9 ⁰⁰	2,700
14	Class "B" Asphalt Concrete	Ton	65	35 ⁰⁰	2,275
15	10" Concrete Sewer Pipe	Lin. Ft.	64	9 ⁵⁰	608
16	12" Concrete Sewer Pipe	Lin. Ft	191	13 ⁰⁰	2,483
17	Extra for Pipe Under Pavement	Lin. Ft.	40	15 ⁰⁰	600
18	Concrete Inlets Type 1	Each	2	450 ⁰⁰	900
19	Concrete Inlets Type 3	Each	2	450 ⁰⁰	900

Sub-Total

30,620

GOLF CLUB ROAD BRIDGE

BID SCHEDULE

2 1/2

	Item	Unit	Quantity	Unit Price	Total
	STRUCTURE				
20	Channel Excavation	Cu. Yd.	55	6 ⁰⁰	330
21	Structure Excavation	Cu. Yd.	91	15 ⁰⁰	1,365
22	Furnish Pile Driving Equipment	Lump Sum	All	10,000	10,000
23	Furnish Steel Piling	Lin. Ft.	380	16 ⁰⁰	6,080
24	Drive Steel Piles	Lin. Ft.	380	2 ⁰⁰	760
25	Structural Concrete Class 3,300	Lump Sum	All	15,420	15,420
26	4' x 20/25 Prestressed Slabs	Each	11	1,500 ⁰⁰	16,500
27	Reinforcement	Lump Sum	All	2,720	2,720
28	Three Tube Metal Railing	Lin. Ft.	67	60 ⁰⁰	4,020
	Guard Rail				3,500
	SIGNING				
29	Guide Posts (Type 2)	Each	16	21 ⁰⁰	336

Page - Total

~~57,551~~
61,031

Total

~~88,113~~
91,653

Construction

Say

~~88,225~~
92,000

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet

of

Date

Section GOLF CLUB RL BRIDGEKind of Work 32' Structure On 44' Abutments Length

Name

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	Mobilization		LS	ALL	6.500	6,500.00
	Temp Protection + Direction		LS	ALL	1,500	1,500.00
	Temp Signing		SF	140	6.00	840.00
	Temp Barricades		EA	2	80.00	160.00
	Temp Guide Posts		EA	20	15.00	300.00
	Const + Removal of Detour		LS	ALL	3,000.00	3,000.00
	Clearing + Grubbing		LS	ALL	1,000	1,000.00
	Removal of Strc + Obs		LS	ALL	5,000	5,000.00
	Emb In Place		CY	220	10.00	2,200.00
	Trench Exc		CY	75	7.00	525.00
	Spl Backfill		CY	20	12.00	240.00
	1"-0 Agg Base		TON	300	9.00	2,700.00
	Class B AC		TON	65	35.00	2,275.00
	10" Conc SP		LF	64	9.50	608.00
	12" Conc SP		LF	191	13.00	2,483.00
	Pipe Union Basement		LF	40	15.00	600.00
	Type I Inlet		EA	2	450.00	900.00
	Type II Inlet		EA	2	450.00	900.00
	Clearing Exc		CY	55	6.00	330.00
	Str Exc		CY	75	15.00	1,125.00
	Furnishing Pile Driving Equip		LS	ALL	1000.00	1,000.00
	Furnish Steel Piling		LF	330	16.00	5,280.00
	Drive Steel Piles		LF	330	2.00	660.00
	Structural Conc		LS	ALL	12,300.00	12,300.00

Date _____

Section

Kind of Work

Length

Name _____

[illegible]

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 01
Date

Section GOLF CLUB D BRIDGE

Kind of Work 2 - 9'6" x 6'5" CMP ARCHES Length

Name

With Grouted Head Walls

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	Mobilization		LS	ALL		6,500.00
	Temp Protection ^{of Traffic} + Direction		LS	ALL		1,500.00
	Temp Signing		SF	140	6 ⁰⁰	840.00
	Temp Barricades		EA	2	80 ⁰⁰	160.00
	Temp Guide Posts		EA	20	15 ⁰⁰	300.00
	Clearing + Grubbing		LS	ALL	1000 ⁰⁰	1,000.00
	Removal of Strs + Obs.		LS	ALL	5000 ⁰⁰	5,000.00
	Emb. in Place		CY	480	10 ⁰⁰	4,800.00
	Trench Exc.		CY	75	7 ⁰⁰	525.00
	Spl Backfill		CY	20	12 ⁰⁰	240.00
	1'-0" Agg Base		TON	350	9 ⁰⁰	3,150.00
	Class B A.C.		TON	100	35 ⁰⁰	3,500.00
	10" Conc S.P.		LF	64	9 ⁵⁰	608.00
	12" Conc S.P.		LF	191	13 ⁰⁰	2,483.00
	Pipe Under Pavement		LF	40	15 ⁰⁰	600.00
	Type I Inlet		EA	2	450	900.00
	Type II Inlet		EA	2	450	900.00
	Curb		LF	50	7 ⁵⁰	375.00
	Sidewalk		SY	40	15 ⁰⁰	600.00
	9'6" x 6'5" CMP Arch Pipe ^{10 Ga.}		LF	162	175 ⁰⁰	29,400.00
	Guard Rail Type 2A		LF	100	10 ⁰⁰	1,000.00
	Guard Rail Type 3		LF	150	25 ⁰⁰	3,750.00
	Grouted Pipe - Proj		CY	120	50 ⁰⁰	6,000.00

Construction Total 74,131.00

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet

of

Date

Section GOLF CLUB RD BRIDGE

Kind of Work 2 - 9'6" x 6'5" CMP ARCHES Length

Name

With Conc Headwalls

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	Mobilization		LS	ALL		6,500.00
	Temp Protection ^{OF Traffic} + Direction		LS	ALL		1,500.00
	Temp Signing		SF	140	6 ⁰⁰	840.00
	Temp Barricades		EA	2	80 ⁰⁰	160.00
	Temp Guide Posts		EA	20	15 ⁰⁰	300.00
	Construct + Removal + Detour		LS	ALL	3,000.00	3,000.00
	Clearing + Grubbing		LS	ALL	1,000 ⁰⁰	1,000.00
	Removal of Stems + Obs.		LS	ALL	5,000 ⁰⁰	5,000.00
	Emb. in Place		CY	~~420~~ 730	10 ⁰⁰	~~4,200.00~~ 7,300.00
	Trench Exc.		CY	75	7 ⁰⁰	525.00
	Spl Backfill		CY	20	12 ⁰⁰	240.00
	1'-0" Agg Base		TON	350	9 ⁰⁰	3,150.00
	Class B A.C.		TON	100	35 ⁰⁰	3,500.00
	10" Conc S.P.		LF	64	9 ⁵⁰	608.00
	12" Conc S.P.		LF	191	13 ⁰⁰	2,483.00
	Pipe Under Pavement		LF	40	15 ⁰⁰	600.00
	Type I Inlet		EA	2	450	900.00
	Type II Inlet		EA	2	450	900.00
	Curb		LF	50	7 ⁵⁰	375.00
	Sidewalk		SY	~~40~~ 50	15 ⁰⁰	~~600.00~~ 750.00
	9'6" x 6'5" ^{10 Ga.} CMP Arch Pipe		LF	96	175	16,800.00
	Guard Rail Type 2A		LF	100	10 ⁰⁰	1,000.00
	Guard Rail Type 3		LF	~~100~~ 150	25 ⁰⁰	~~2,500.00~~ 3,750.00
	Conc Head Walls		LS	ALL	9,500	9,500.00
	Structural Exc.		CY	40	15 ⁰⁰	600.00

3 Two Structural Ties

LF 50

60

3,000

Construction Total = 69,781.00



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-2403(2)
Croisan Creek (Golf Course Rd.) Bridge
City Street in Marion County

Date: July 1, 1982

From: Division Administrator

Reply to
Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer

Based on a comprehensive review of this project, it is our conclusion that the 44-foot width proposed for this structure at this particular site is excessive. A 32-foot or 34-foot width would appear more appropriate.

We are also recommending that a culvert installation be analysed and implemented if a cost savings can be realized.

Dale E. Wilken
Dale E. Wilken

RECEIVED TECHNICAL SERVICES						
JUL 6 '82						
REFER TO <i>Chart</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
			X			

RECEIVED STATE HWY ENGR						
JUL 2 '82						
REFER TO <i>Chart</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					X	

NOTED
E. S. HUNTER



Department of Transportation
HIGHWAY DIVISION

Region 2

2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 28, 1982

Salem

Marlin Brinkley, P.E.
City Engineer
Room 325 City Hall
555 Liberty Street S.E.
Salem, OR 97301

Attention: Gary Wilson

Croisan Creek Bridge
Gun Club Road

Enclosed is a print of the Croisan Creek Bridge plans with appropriate notations. I've also attached a copy of Final Design Engineer Don Adams' transmittal letter to me dated June 22, 1982.

Please revise your originals and resubmit to this office for processing.

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/cal

✓cc: Don Adams

P. S. Subsequent to writing this letter I received word that FHWA would not approve a forty-four foot width bridge. Attached is their letter of comment. Please proceed accordingly.

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

1	✓	RECEIVED	
Anderson	✓		
Adams	✓		
Olsen	✓		
Sullivan	✓	JUL 6 1982	
Thompson	✓		
Turner	✓		
Wagner	✓		
Yarnall	✓		
Zimmerman	✓		
		ROAD DESIGN SECTION	

Do Not File
Return To
Bring
Action



U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-2403(2)
Croisan Creek (Golf Course Rd.) Bridge
City Street in Marion County

Date: July 1, 1982

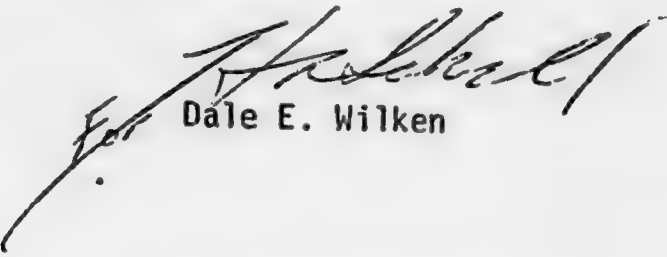
From: Division Administrator

Reply to
Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer

Based on a comprehensive review of this project, it is our conclusion that the 44-foot width proposed for this structure at this particular site is excessive. A 32-foot or 34-foot width would appear more appropriate.

We are also recommending that a culvert installation be analysed and implemented if a cost savings can be realized.


Dale E. Wilken

ROAD DESIGN SECTION

DES 16

Phil Stearns
Region II Federal Aid Specialist

June 22, 1982

Donald R. Adams, P.E.
Final Design Engineer

Golf Course Club Bridge Section
North of South River Road
Marion County

Versteeg	_____	RECEIVED	_____
Anderson	_____		_____
Adams	_____	JUN 24	Do Not File
Olsen	_____		Return To
Sullivan	_____	ROAD DESIGN SECTION	Bring ☒ /
Terpin	_____		Action
Trout	_____		_____
Wekerlig	_____		_____

Attached is a print of the subject plans with required revisions and suggestions shown in red.

Required:

Add guardrail with bridge connection
Class of concrete pipe
Title on first sheet

There are also required and suggested revisions for traffic control.

Please have the originals revised and sent to us for further processing.

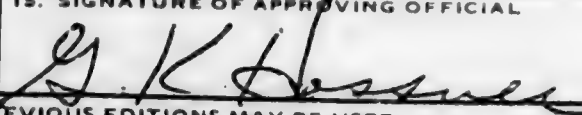
I question the need for a structure at this location. It's very possible a culvert would be less expensive. The guardrail required at the bridge ends should also be less costly for a culvert.

Cross-sections are being returned for your use.

DNS:rlr/DRA:ja

Attachments

cc Norm Henry

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION				1. FEDERAL-AID PROJECT NO. BROS-2403 (3)	
LETTER OF APPROVAL AND/OR AUTHORIZATION				2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division			4. PROGRAM NO.		2A. COUNTY NAME Marion
			5. ITEM NO. 20004		
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon					
7. DATE AUTHORIZATION EFFECTIVE 6/22/82		8. FEDERAL ROUTE NUMBER Non Federal aid		9. STATE ROUTE NUMBER City Street	
10. GENERAL LOCATION: Croison Creek (Golf Course Road) Bridge Section					
11. GENERAL DESCRIPTION OF WORK Right of Way					
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW					
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION ☒ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☐ OTHER (Specify)					
13. REMARKS As requested in Mr. Swan's letter of 6/1/82 you are now authorized to proceed with the actual acquisition of Temporary Construction easements at a TEC of \$2,500 Federal Funds \$2,000.					
14. DATE 6/22/82		15. SIGNATURE OF APPROVING OFFICIAL 		16. TITLE for Division Administrator	

RECEIVED STATE HWY ENGR						
JUN 23 '82						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 18, 1982

PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project No. BR0S-2403(3)
Croisan Creek (Golf Course Rd.) Bridge Sec.
Marion County

Enclosed is a copy of Mr. Henry's memo of June 17, 1982 which provides assurances that the City of Salem is adequately staffed, equipped and organized to acquire the necessary right-of-way on the subject project.

CL:bkc
Enc.

cc: R. Henry
General Files



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: June 1, 1982

PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 20004
Project No. BROS-2403(3)
Croisan Creek (Golf Course Rd.) Bridge Sec.
Marion County

Enclosed is data consisting of PR-1 forms, project maps, and right-of-way sketch maps for the subject project.

I request authorization to proceed with the actual acquisition of the necessary temporary construction easements at an estimated total cost of \$2,500 with an obligation of \$2,000 in Federal funds. The areas to be acquired are as outlined in red on the enclosed right-of-way sketch maps. No relocation assistance is involved.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
P. Stearns
K. Husby
General Funds

FEDERAL - AID PROGRAM DATA (PPM 21-1)

June 1, 1982

FORM PR-1 (REV. 4-81)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER (118)	PROJECT LOCATION (45 typewriter spaces) (20) 21	ADT	PRESENT 700	FUTURE (66) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (118)	R/W & One Bridge	NATL. FOREST (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)	DA CLAIMS (118)	EMERG. YR. (66) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)	P.L. AUTHORITY (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)	PROJECT NUMBER PREFIX LETTER (6) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)

CARD 4	CLAMS OF FEDERAL FUNDS (118)	Bridge Replacement Off-System	COUNTY NAME Marion	FEDERAL - AID Non	ROUTE NO. N	STATE City St.	U.S. CODE 047
CARD 5	NAME OF URBAN AREA (118)	Salem	ESTIMATED PROJECT COST BY PHASES	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS City	U.S. CODE 047

CARD	LINE NO.	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS
1	1	PE	40 89	"Croisan Creek (Golf Course Road) Bridge Section"	0.004	2,500	2,000	-----	500
5	5	ROW			0.004	100,000	80,000	-----	20,000
5	5	CONST (CODE) X020			0.004	102,500	82,000	-----	20,500
CARD 1	1	PROJECT TOTALS			0.004	102,500	82,000	-----	20,500

REMARKS Additional Data: Item No. 20004; BROS-2403(2).

Prefix: 324-1997

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-61)

June 1, 1982

PROJECT LOCATION (35 typewriter spaces)		PRESENT		FUTURE		YEAR		REGION		STATE NAME		STATE CODE		APPM CODE		ITEM NO.	
City St., Golf Course Road (Salem)		ADT		700		---		10		Oregon		41		117		20004	
PROPOSED WORK (35 typewriter spaces)		NATL. FOREST		PM MONTE NO.		SUPV AGENCY		DA CLASSIF.		DA AREA		PREFIX LETTER(S)		PROJECT NUMBER		SEQ. NO.	
e Bridge												BROS-		2403		(3)	
EMERG. YR.		PL. AUTH YR.		(70) (71) (72)		(73) (74) (75) (76) (77)		(78) (79) (80)		(81) (82) (83) (84) (85)		(86) (87) (88) (89) (90)		(91) (92) (93) (94) (95)		(96) (97) (98) (99) (00)	

COUNTY NAME		Marion		CODE		047		PROGRAM STAGE	
ROUTE NO.		N		FEDERAL-AID		Non		U.S.	
STATE		City St.		(96) (97) (98) (99) (00)		(01) (02) (03) (04) (05)		1 OR 2	

WORK			TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
CLASS	TYPE	STEP			TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS City	
42	43	46	53	(54) (55) (56) (57) (74)					ROW- 60' normal; Access Control-none; Parking Restrictions- none.
	PE								
	ROW			0.004	2,500	2,000	-----	500	
	CONST (CODE) X020			0.004	100,000	80,000	-----	20,000	
PREPARED BY			C.L.		0.004	102,500	82,000	-----	20,500
			PROJECT TOTALS						
SEAL APPROVAL DATES									

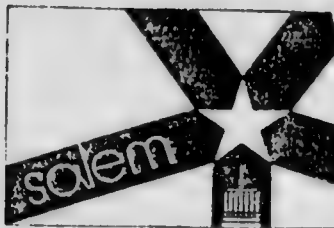
REMARKS		Additional Data: Item No. 20004; Project BROS-2403(2).	
324-1997		-over	

Croisan Creek (Golf Course Rd.) Bridge Sec.
Project No. BR0S-2403(3)

Project Data: Work consists of the following:

- 1) Right-of-Way Acquisition all phases necessary to acquire temporary detour easements.
- 2a) Construct detour, remove existing structure and construct on existing alignment a reinforced concrete slab span bridge 22-foot in length and 44 feet in width providing for 2 travel lanes with 5 foot sidewalk each side.
- 2b) Grade & pave approach roadways and other incidental work common to this type of project.

Note: 1) This project is in Congressional District No. 2.
2) No relocation assistance involved.



CITY
OF SALEM,
OREGON

City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

May 28, 1982

Phil Stearns Federal Aid Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem OR 97310

REGIONAL ENGINEER				
RECEIVED				
☐ RLC	JUN - 2 1982			☐ RBE
☐ RE	☐ RCE	☐ RME	☐ RTE	☐ ROE
☐ ULE	☐ GEO	☐ RSO	☐ ENV	☒ RFE

RE: Golf Course Road Bridge #0905
Over Croisan Creek
W.O. #77 0 332

Dear Phil,

Transmitted herewith are the Golf Course Road Bridge plans, estimate and a rough draft of the specifications for review.

Our estimated project costs are as follows:

Construction	\$ 88,200.00
Contingencies	8,800.00
Construction Engineering	8,800.00
Right-of-way (Easements)	<u>2,500.00</u>
TOTAL COST	\$108,300.00

The plan sheets we are providing are our original drawings, so please return them with any comments or changes you feel necessary and we will make those changes.

If you have any questions or need any further information, please call Gary Wilson, at 588-6211.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D. Brinkley
Marlin D. Brinkley, P.E.
City Engineer

MDB/GAW:hw

Enclosures

cc: Karl D. Goertzen, Chief Design Engineer
Gary A. Wilson, Project Engineer
File #77-0 332
Chrono

REGION LOCATION SUPERVISOR			
RECEIVED			
JUN - 2 1982			
☒ SUPV.	☐ ASS'T	☐ O.M.	☐ CREW



CITY
OF SALEM,
OREGON

City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

May 21, 1982

Phil Stearns Federal Aid Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem OR 97310



RE: Golf Club Road Bridge #0905
Over Croisan Creek
W.O. #77 0 332

Dear Phil,

In answer to your request, attached you will find maps of the temporary easement areas which are needed for a detour route during bridge construction.

If you have any questions or need any more information, please call me at 588-6211.

Very truly yours,
DEPARTMENT OF PUBLIC WORKS

Gary A. Wilson
Gary A. Wilson, P.E.
Project Engineer

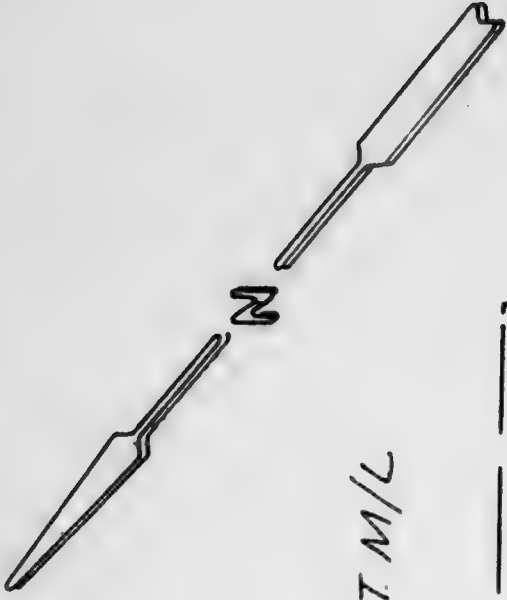
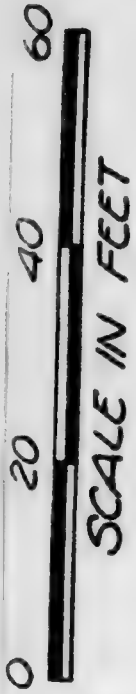
GAW:hw

Attachment

cc: File #77 0 332

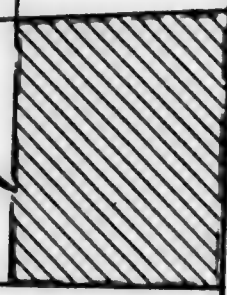
SALEM GOLF CLUB
VOL. 538, PG. 865

R.G. LYMAN
REEL 15 PG. 1306
(TRI, EXHIBIT A)



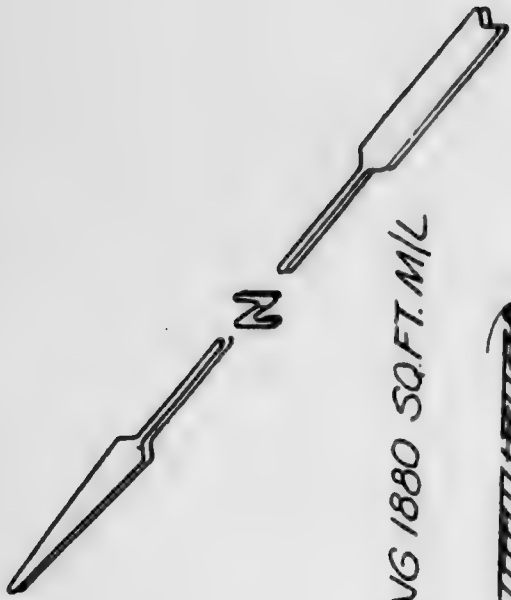
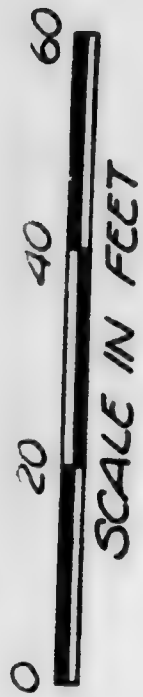
AREA CONTAINING 520 SQ. FT. M/L

20'



GOLF COURSE ROAD

 PROPERTY REQUIRED FOR
CONSTRUCTION EASEMENT



R.G. LYMAN
REEL 15, PG. 1307
(TR. 3, EXHIBIT A)

AREA CONTAINING 1880 SQ. FT. M/L

95'

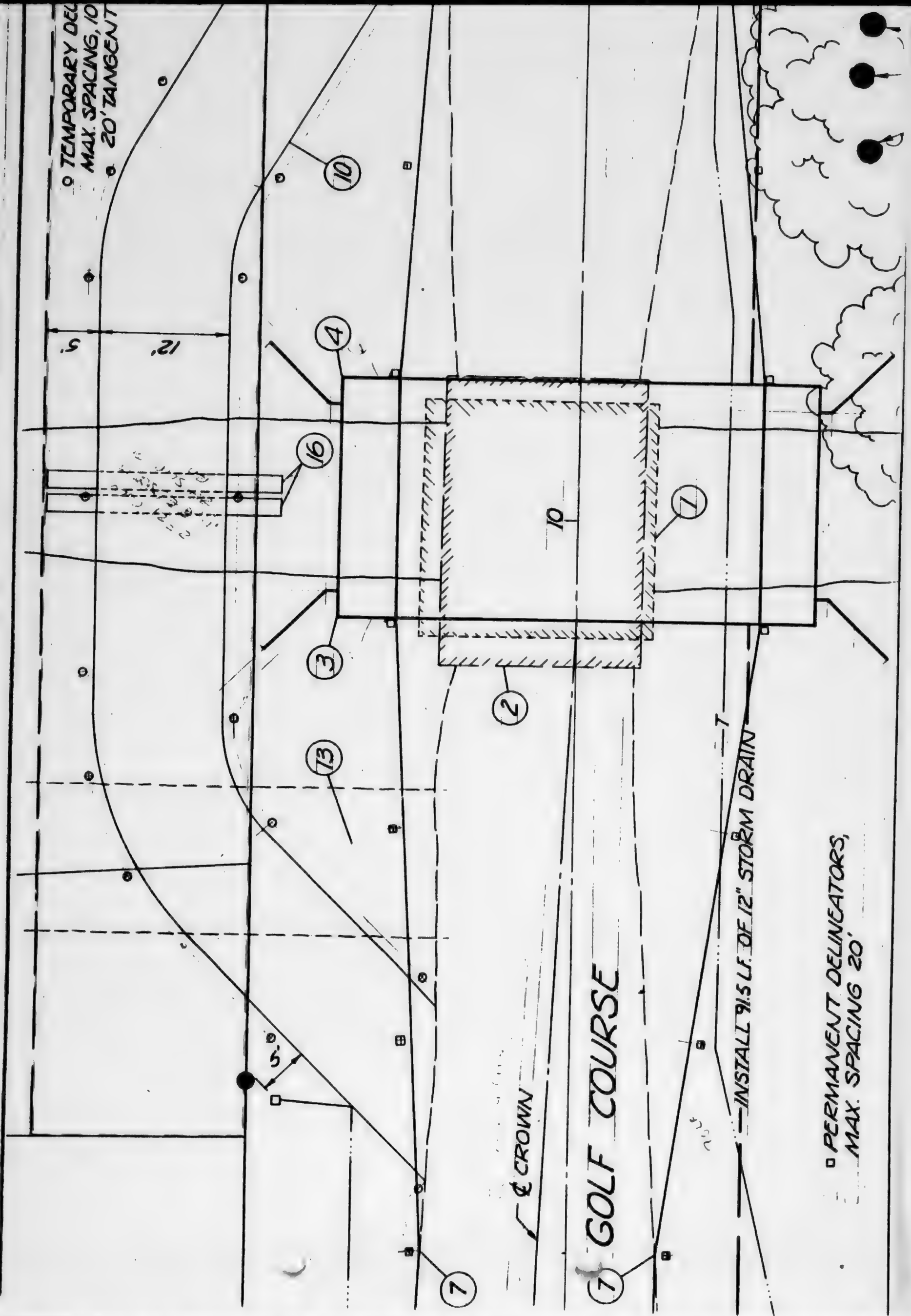
20'

P.O.B.

GOLF COURSE ROAD

 PROPERTY REQUIRED FOR
CONSTRUCTION EASEMENT

○ TEMPORARY DEL
 MAX. SPACING, 10
 ○ 20' TANGENT



CLUBHOUSE

7 GOLF COURSE

INSTALL 91.5 LF. OF 12" STORM DRAIN

□ PERMANENT DELINEATORS,
 MAX. SPACING 20'

TEMPORARY DELINEATORS,
MAX. SPACING, 10' CURVE,
20' TANGENT

TEMPORARY 20'

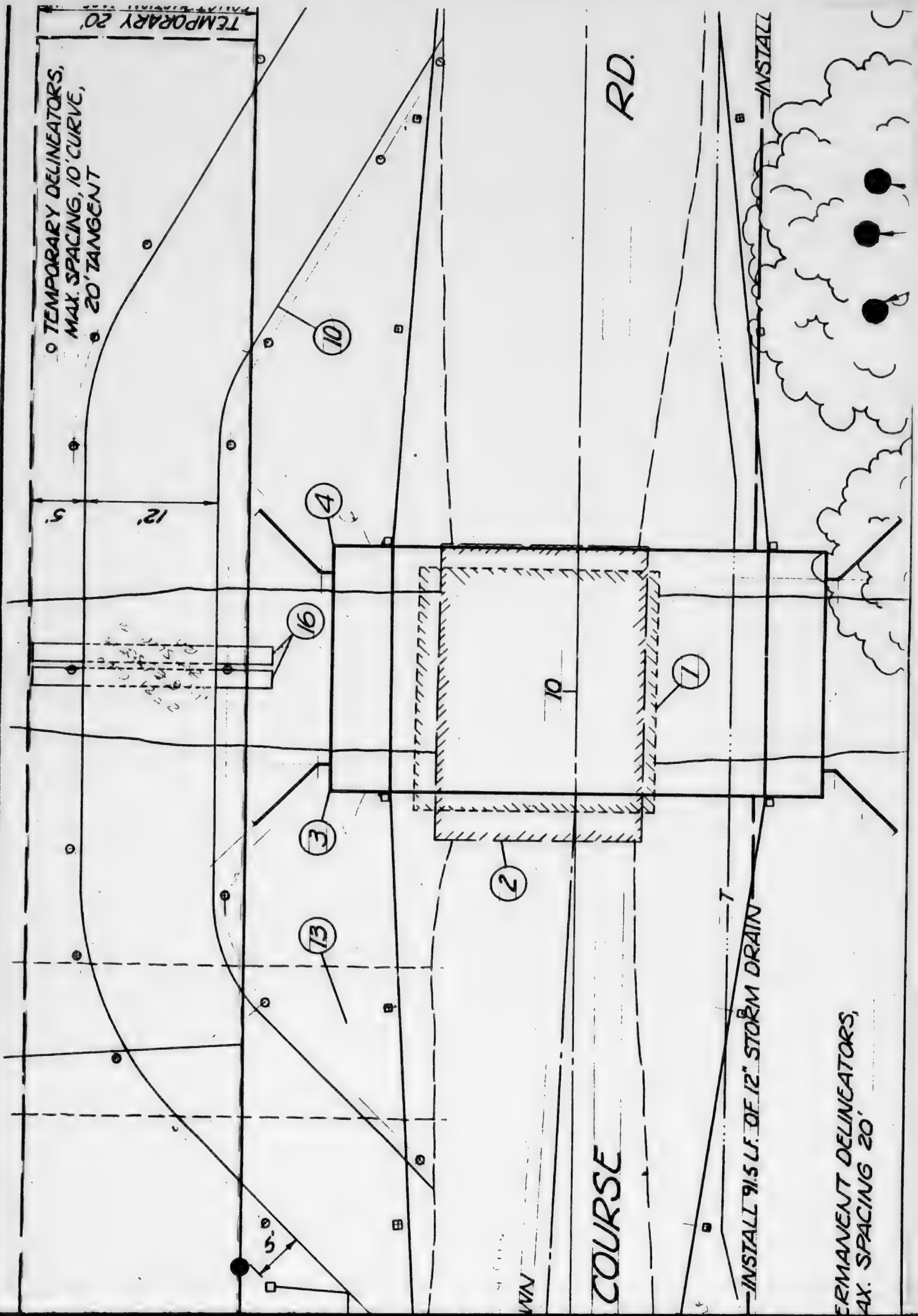
RD.

COURSE

INSTALL 91.5 LF. OF 12" STORM DRAIN

INSTALL

PERMANENT DELINEATORS,
MAX. SPACING 20'





76-12
STATE OF OREGON

324-1997

INTEROFFICE MEMO

TO: D. H. Moehring
PROGRAM MANAGEMENT ENGINEER

FROM: Phillip O. Stearns *Phil Stearns*
REGION FEDERAL AID SPECIALIST

SUBJECT: Croisan Creek (Golf Course Rd.) Bridge
Salem Urban Area

DATE: May 18, 1982

Attached is a request from the City of Salem for right of way funds to be obligated for subject project. City will perform the acquisition.

Please process the request for approval and programming of funds.

POS/rgb
attch.



CITY
OF SALEM,
OREGON

City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

May 10, 1982

Phil Stearns, Federal Aid Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem OR 97310

RE: Golf Club Road Bridge
Over Croisan Creek
W.O. #77 0 332

Dear Phil:

The construction of the Golf Club Road Bridge will require temporary easement to detour traffic around the site. We estimate the cost of acquiring this temporary easement to be \$2,500.00 and would like to have City Staff acquire it.

We request that you initiate the necessary actions to obtain Federal approval and programming so this item can be included in the Federal participating project costs. Please advise us at the earliest possible time when we can proceed with the acquisition.

If you have any questions or comments regarding this matter, please call Gary Wilson at 588-6211.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D. Brinkley

Marlin D. Brinkley, P.E.
City Engineer

MDB/GAW:hw

cc: Gary Wilson, Project Engineer
Karl D. Goertzen, Chief Design



Department of Transportation
HIGHWAY DIVISION

Region 2

2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 13, 1982

Ron Merry
Director of Public Works
Room 325 City Hall
555 Liberty St. SE
Salem, OR 97301

Croisan Creek (Golf Course Rd.) Bridge

This is to advise you that Federal Highway Administration approval has been received for Preliminary Engineering on the Croisan Creek Bridge project.

City forces may proceed with the location and design work and prepare Plans, Specifications, and Estimate (PS & E) for contract awarding.

Mr. Don Thurston, Region Location Supervisor, will act as liaison engineer for the State. Your billings should be forwarded to Mr. Thurston for processing. His address is East State Highway Building, Salem, OR 97310.

Enclosed for your information are copies of the Authority for Survey and FHWA form PR 1240. If it appears you will overrun the authorized P.E. amount, please contact Mr. Thurston prior to the overrun. Federal funds must be programmed prior to expenditure.

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

rgb

cc: D. Thurston
LPU

attch.



CITY
OF SALEM,
OREGON

City Hall / 555 Liberty St. S.E.
Zip Code 97301

December 23, 1981

Mr. Phil Stearns, Federal Aid Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, Oregon 97310

RE: Golf Club Road Bridge #0905
Over Croisan Creek
Federal Aid Supplement
W.O. #770332

Dear Mr. Stearns:

This letter is in reply to your request for additional information regarding our Federal Aid application for HBR funding of the Golf Club Road Bridge.

Attached is a copy of Marion County Tax Map for Section 33, T7S, R3W, Willamette Meridian, showing a 60 foot public road right-of-way for Golf Club Road, from South River Road to the Burlington Northern Railroad right-of-way. Golf Club Road was a Marion County roadway which was annexed to the City of Salem in 1974. The City has maintained this roadway since annexation.

Portions of the existing bridge have collapsed into Croisan Creek, reducing stream flow capabilities and providing obstruction for stream debris to accumulate against. In order to maintain safe vehicular and pedestrian access for the various properties served by Golf Club Road, the City has placed a temporary emergency bridge on top of the existing Golf Club Road Bridge.

We would like to accomplish this bridge replacement project as soon as possible in order to remove the stream obstructions, and to release our temporary bridge for availability at other locations around Salem, should it be needed.

A recent traffic count taken at the bridge site showed an ADT of approximately 700. Even heavier traffic counts can be expected during periods of extremely nice weather as the bridge provides the only public access to a public golf course and restaurant.

Also attached is a 1" = 800' map of the project area, which shows roadways and major land parcels in the project area. Note that Golf Club Road is presently the only public access to the Golf Club and some other properties.

REGION 2 ENGINEER
RECEIVED

☐	DEC 28 1981				☐
☐	☐	☐	☐	☐	☐
RL	RCE	RME	RTE	ROE	
UL	MO	NO	ENV	RPE	

Since Golf Club Road is a public roadway providing only access to private properties and with an ADT of 700+ vehicles per day, we feel this bridge replacement is eligible for Federal Aid Bridge Replacement Funds.

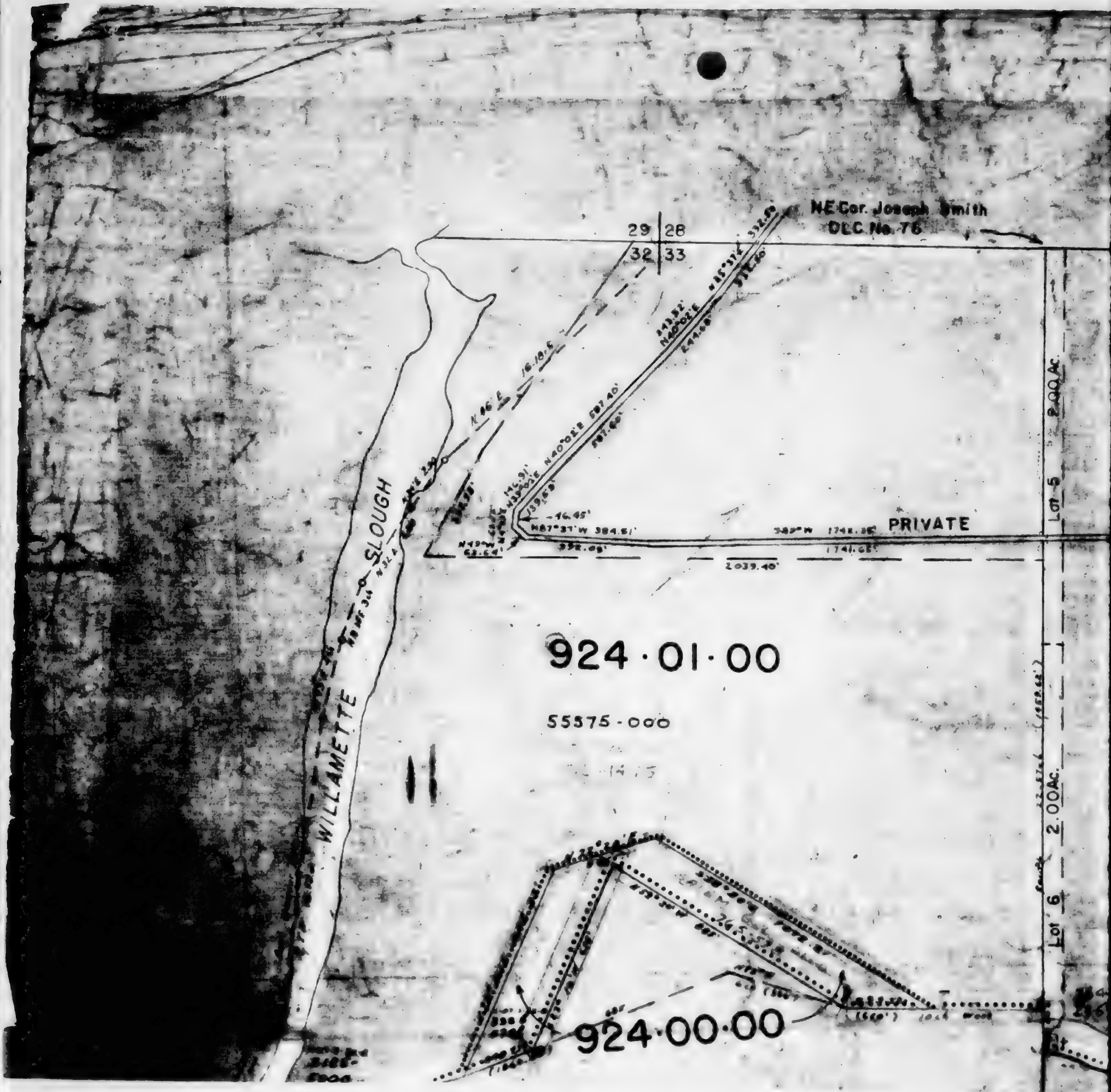
Very truly yours,

DEPARTMENT OF PUBLIC WORKS


Marlin D. Brinkley, P.E.
City Engineer

MDB:GAW:ds
Attachments

cc: Ronald J. Merry, Director of Public Works
B.T. Van Wormer, Assistant Director of Public Works
Karl D. Goertzen, Chief Design Engineer
Gary A. Wilson, Project Engineer



NE Cor. Joseph Smith
DLC No. 76

29 | 28
32 | 33

WILLAMETTE
SLOUGH

924.01.00

55575.000

PRIVATE

Lot 5
2.00 AC.

Lot 6
2.00 AC.

924.00.00

Section 33 T7S R3W WM
MARION COUNTY

1"=400'

1 07 3

See Map 28 7 3W
N89°06'W

1/4 Cor.

2267.92'

Govt. Lot 1

48.80 Ac.

SLOUGH

ROAD

N61°30'W 861'
SURVEY D13-37

55590-001

L.D. HARTSON
J. GORRER
158 14 34

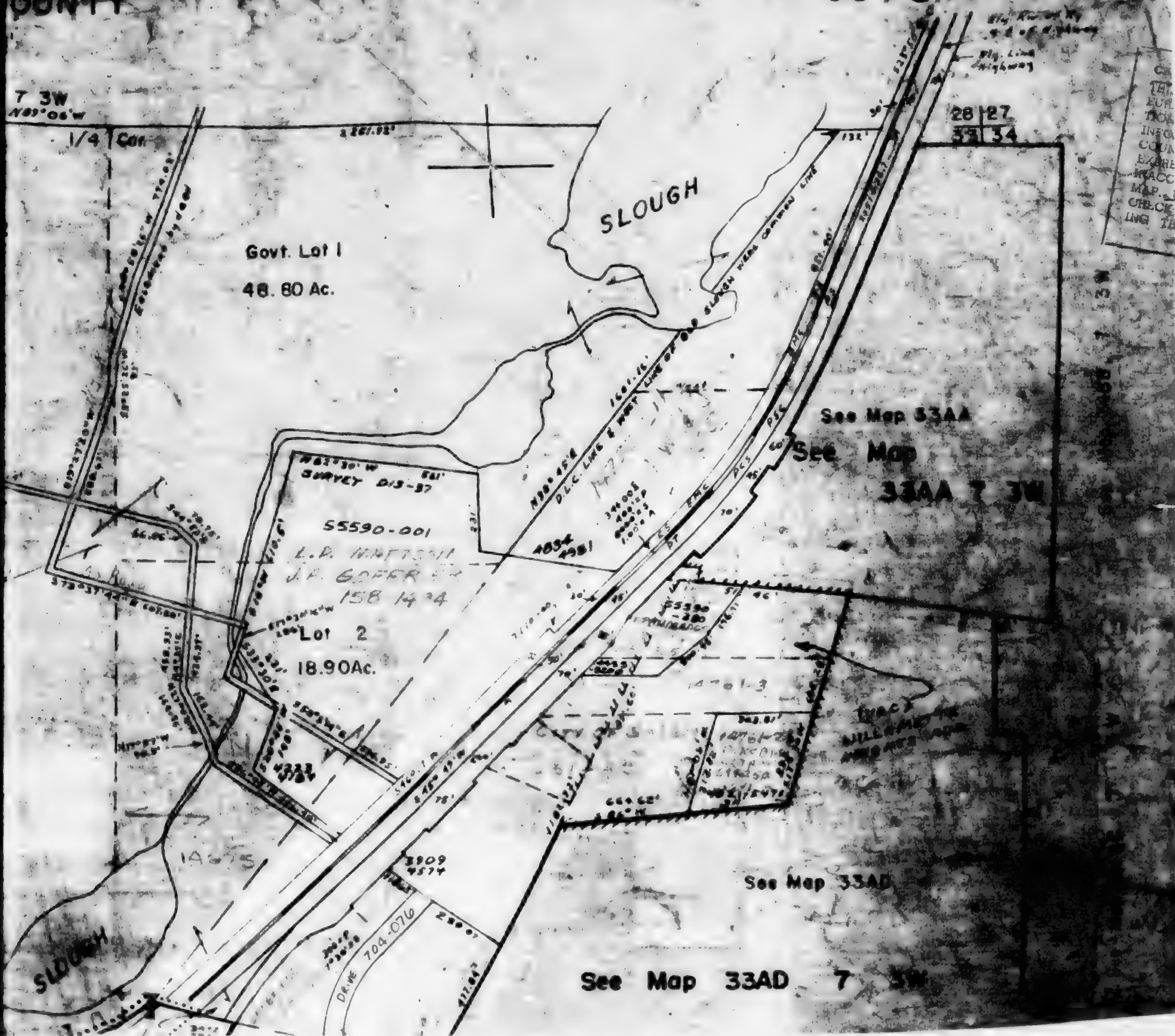
Lot 2

18.90Ac.

SLOUGH

See Map 33AD

1 07 3 33 0 33 7 3W
INDEX



2005-05-05

See 100
3300

GOLF CLUB RD.

ELECTRIC

OREGON

MC-Cor. Henry Croisan
DLC

579.5

32	33
5	4

58440-000

38438-000

SW 1/4
Nathaniel Colwell
DLC 5M

SEE
WILTON
CONDOMINUM
PHASE I

4286
523 50'

2976 8970

57°50' 57°50' 44'

See Map 33CA

See Map 33CA

7

3W

See Map 33DB

See Map 33DB

7

3W

See Map 33DA

See Map 33DA

See Map 33DC

See Map

See Map 33CD

See Map 33CD

7

3W

See Map 33DC

7

3W

See Map 33DD

Re-Entrant Cor.

Joseph Smith DLC 5M

1/4 Cor.

3W

SW

NE

W

See Map

404

SW Cor
Daniel Colwell
DLC SE

SEE
WILTON
CONDOMINUM
PHASE 1

2986
923 82
6 72 58 00

2976-8976

5 71 50 11 5 71 50 11

3W

See Map 33DB
See Map 33DB

7

3W

See Map 33DA

7

3W

See Map 33DA

See Map 33DC

See Map 33DD

3W

See Map 33DC

7

3W

See Map 33DD

7

3W

1/4 Cor

33 34

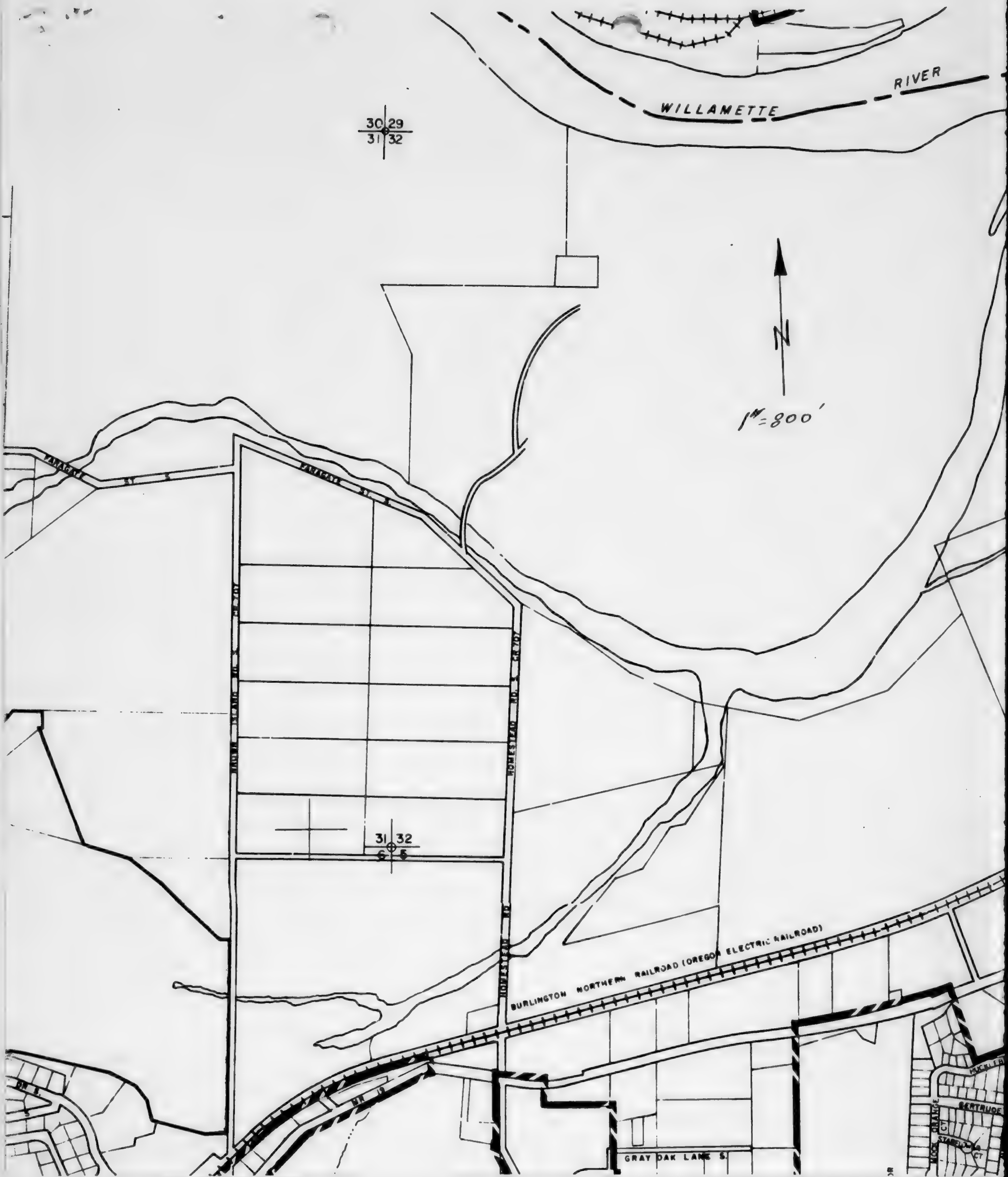
W

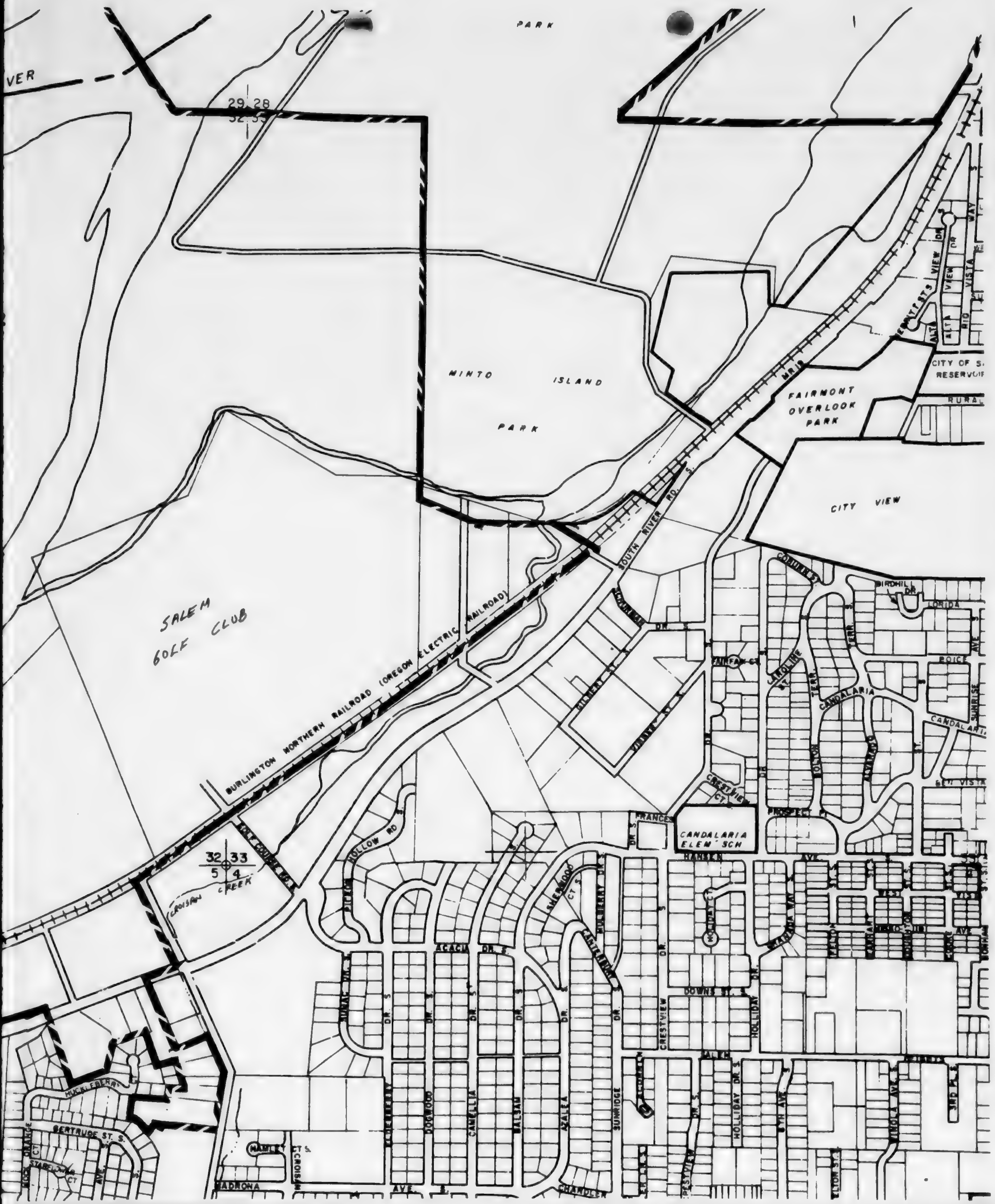
See Map

404

8

3W





U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. BROS-2403(2)
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See below
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. FPM NO. 20004	2A. COUNTY NAME Marion
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon <i>Copies to Hofford Lewellen Trout Region 2 P. Adams H. Gandy</i>		
7. DATE AUTHORIZATION EFFECTIVE 12/21/81	8. FEDERAL ROUTE NUMBER Non Federal aid	9. STATE ROUTE NUMBER City Street
10. GENERAL LOCATION: Croison Creek (Golf Course Road) Bridge		
11. GENERAL DESCRIPTION OF WORK Preliminary Engineering		
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC \$13,200 ☐ ACQUISITION OF RIGHT-OF-WAY F.F \$10,560 ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS ☐ OTHER (Specify)		
13. REMARKS As requested by Mr. Swan's PEA dated 10/5/81 and in accordance with your approved Certification Acceptance Plan. <i>\$13200 TEC 5000 Survey work by city 8200 20 \$16420 No PE. advance deposit Collected at construction</i>		
14. DATE 12/21/81	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-2403(2)
Croisan Creek (Golf Course Rd.) Bridge Date December 15, 1981

From: Division Administrator Reply to
Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Your letter of December 10, 1981, indicates this bridge is on a public road maintained by the City of Salem. The structure has much public use and satisfies the requirements for the Bridge Replacement Program.

Based on the above, the structure is approved as a Bridge Replacement candidate. Please proceed with the project.

[Signature]
Dale E. Wilken

CC:
OSHD (W J Hart, Br)

RECEIVED STATE HWY ENGR						
DEC 15 '81						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

R

CON

DATE: December 10, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Herb Schell

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Crosian Creek (Golf Course Road) Bridge
Golf Course Road
Marion County

The following is offered in response to your inquiry concerning the subject bridge:

- (1) The road the structure is located on is a public road.
- (2) The road provides the only access to a commercial recreational area and also serves a restaurant that caters to organizations and individuals in addition to serving the patrons of the golf course. The golf course is a public course.
- (3) The city of Salem requested a project for replacement of the bridge with bridge replacement off-system funds. The bridge has a sufficiency rating of 8.1. The Highway Bridge Replacement Advisory Committee approved the request as did the Transportation Commission at their January 27, 1981 meeting.

If you wish further comments, we will provide them.

bc F. E. Terpin
FET:ge lb



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-2403(2)
Croisan Creek (Golf Course Rd.) Bridge
Marion County

Date: November 23, 1981

From: Division Administrator

Reply to
Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The Location Prospectus for the Croisan Creek (Golf Course Road) Bridge indicates the old structure has collapsed and that it is the only access to a commercial recreational area. Before approval is given to replace this bridge, we would like to know if this structure is on a public road and is significantly important and/or has an essentiality for public use. Also, do you feel the structure fits into your priority system for replacement?

These items are not completely evident to us and before we can determine eligibility we would appreciate your comments.

For 
Dale E. Wilken

CC:
OSHD (J H Wood, Maint)
OSHD (W J Hart, Br)

RECEIVED STATE HWY ENGR						
25 NOV 24 '81						
REFER TO <i>[Signature]</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

sent 11-25
11/30/81
Referred to Terpin
for reply
[Signature]

RECEIVED
NOV 30 1981
LOCATION
SECTION

*Hwy 30 Rept. Advisory Comm. Approv.
Trans. Comm. Jan 27 81*

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301		OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION													
PROJECT LOCATION City St., Salem "Croisan Cr. (Golf Course Rd.) Bridge Sec."	APPN CODE 117	ITEM NO. 20004	PROJECT NO. BROS-2403(2)	ROUTE NO. <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">FED. N</td> <td style="width: 50%;">STATE</td> </tr> <tr> <td style="text-align: center;">Non</td> <td style="text-align: center;">City St.</td> </tr> </table>		FED. N	STATE	Non	City St.						
FED. N	STATE														
Non	City St.														
Access Control <u>None</u> Parking Restrictions <u>None</u> System Revision <u>None</u> Airports (within 2 Mi.) <u>None</u> ROW <u>60' normal</u> Water Development <u>None</u> Recreation & Historical Areas <u>None</u> Marion (047)															
<u>A-95 Review:</u> State Cl. Ho. Exempt <u>X</u> Date Approved _____ Dist. <u>3</u> Cl. Ho. Exempt <u>X</u> Date Approved _____ No Reply _____ Project Environmental Assessment: FHWA Concurrence Dated <u>2-25-80 (Statewide)</u> 1-EIS _____ 2-Categorical Exclusion <u>X</u> 3-Draft Assessment & FONSI _____ Notes: (1) Project in Congressional District <u>2</u> . (2) <u>Included in MWVCOG FY '82 TIP A/E Page 25 Item No. 137.</u>															
I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below: <table style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 50%; vertical-align: top;"> <u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u>X</u> Incl. Archeological Salvage <u>X</u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work </td> <td style="width: 50%; vertical-align: top;"> Est. Proj. Cost: <table style="width: 100%;"> <tr> <td style="width: 60%;">TEC NTE</td> <td style="width: 40%; text-align: right;">\$ 13,200.00</td> </tr> <tr> <td>FF</td> <td style="text-align: right;">\$ 10,560.00</td> </tr> <tr> <td>STATE</td> <td style="text-align: right;">\$ ---</td> </tr> <tr> <td>City</td> <td style="text-align: right;">\$ 2,640.00</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____ PRO RATA 80% </td> </tr> </table>						<u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u>X</u> Incl. Archeological Salvage <u>X</u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work	Est. Proj. Cost: <table style="width: 100%;"> <tr> <td style="width: 60%;">TEC NTE</td> <td style="width: 40%; text-align: right;">\$ 13,200.00</td> </tr> <tr> <td>FF</td> <td style="text-align: right;">\$ 10,560.00</td> </tr> <tr> <td>STATE</td> <td style="text-align: right;">\$ ---</td> </tr> <tr> <td>City</td> <td style="text-align: right;">\$ 2,640.00</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____ PRO RATA 80%	TEC NTE	\$ 13,200.00	FF	\$ 10,560.00	STATE	\$ ---	City	\$ 2,640.00
<u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u>X</u> Incl. Archeological Salvage <u>X</u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work	Est. Proj. Cost: <table style="width: 100%;"> <tr> <td style="width: 60%;">TEC NTE</td> <td style="width: 40%; text-align: right;">\$ 13,200.00</td> </tr> <tr> <td>FF</td> <td style="text-align: right;">\$ 10,560.00</td> </tr> <tr> <td>STATE</td> <td style="text-align: right;">\$ ---</td> </tr> <tr> <td>City</td> <td style="text-align: right;">\$ 2,640.00</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____ PRO RATA 80%	TEC NTE	\$ 13,200.00	FF	\$ 10,560.00	STATE	\$ ---	City	\$ 2,640.00						
TEC NTE	\$ 13,200.00														
FF	\$ 10,560.00														
STATE	\$ ---														
City	\$ 2,640.00														
REMARKS: 1) Attached is an Authority for Survey and Sketch Map. 2) Included in the bridge replacement inventory with a sufficiency rating of 8.1.															
CL:bkc															
DATE	SIGNATURE OF REQUESTING OFFICIAL		TITLE												
October 5, 1981	D.E. SWAN		OPERATION PROGRAMMING ENGINEER												

September 23, 1981

City of Salem
City Hall
Salem, OR 97301

AGR 4

Attention: Patricia Wolfe
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7539

Gentlemen:

Attached for your files is a fully executed copy of
an agreement for replacement of the Croisan Creek (Golf Club
Road) Bridge.

We are retaining a fully executed copy of this agree-
ment for the Transportation Commission's files.

Sincerely,

Robert W. Cornsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

August 25, 1981



CITY
OF SALEM,
OREGON

City Hall / 555 Liberty St. S.E.
Zip Code 97301

Mr. Phil Stearns, Federal Aid Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Golf Club Road Bridge 770332
Croisan Creek
City-State Agreement

Dear Mr. Stearns:

This is in reply to your letter of July 23, 1981.

Enclosed are three copies of the Preliminary Engineering and Construction-Finance Agreement for the subject project signed by the City of Salem.

Also enclosed are three certified copies of Resolution 81-129, approving the agreement.

Please advise us when we may proceed with this project.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D. Brinley
Marlin D. Brinley, P.E.
City Engineer

MDB:RWL:ds
Enclosure

REGION 2 ENGINEER					
RECEIVED					
☐ RLE	AUG 2 '7 1981				☐ RBE
☒ RE	☐ RCE	☐ RME	☐ RTE	☐ ROE	
☐ ULE	☐ GEO	☐ RSO	☐ ENV	☒ RFE	

cc: B.T. Van Wormer, Ass't. Director of Public Works
Virginia Williams, Street Superintendent
Ralph W. Lambert, Project Engineer
Dick Knowles, Transportation Coordinator, MWVCOG

PROJECT MANAGEMENT BRANCH

ASHE ☐ STE ☐

PLE ☐ RE ☐ PRE ☐

AUG 2 1981

REFERRED TO _____

FOR _____

FILE: PM FA LG.

CCB0006

3

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Croisan Creek Bridge #0701 (Golf Course Rd) Br #0701 Date 6/29, 1981
 Highway Golf Course Road Authorization No. 1
 County Marion Survey Prefix 324-1997
 (Assigned by Salem office)

Description of termini, route, length, etc.: The location of the project is on Golf Course Road where it crosses Croisan Creek enroute to the Salem Golf Club. The project is approx. 75 feet.



PROPOSED STRUCTURE



PROPOSED ROADWAY

Purpose of survey:

Provide funds for the city to perform the field survey ^{and} to prepare plans, specifications and cost estimate to replace the existing structure and perform such grading as necessary to connect to the existing roadway. State to perform foundation invest, review plans, and let.

Estimate of Cost:

Final Design	905	800		
Resident Engr.	901	200	Specifications	921 ~~1,800~~ 800
City	903	5,000	Administrative Serv.	922 100
Soils & Geology	910	800		
Environmental	923 ~~925~~	200		
Foundation	926	3,500		
Bridge Design	906	~~4,000~~ 1,500		
Reconnaissance & hydro.	918	~~1,500~~ 200		
Project Management	920	100		

BIROS - 2403 (2)
12-21-81

approved by Comm 1-27-91 RBL DS 199.222

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey \$ 13,200 ~~\$ 17,200~~

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

[Signature]
Field Engineer

Recommended for Approval:

[Signature]
Regional Engineer

Recommended for Approval:

[Signature]
Location Engineer

Approved:

[Signature]
Assistant State Highway Engineer

2 KEH

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

6/29/81

PREFIX

1 - IDENTIFICATION

PROJECT NAME

Croisan Creek (Golf Course Road) Bridge #0701

HIGHWAY NAME

Golf Course Road

HIGHWAY NUMBER

REGION

2

ADMINISTRATIVE DISTRICT

3

COUNTY

Marion

CITY

Salem

LENGTH

7.5 feet

MILEPOST NUMBER

TO

☐ RURAL

☒ URBAN

LOCAL GOVERNMENT PROJECT?

☒ YES

☐ NO

IF YES, UNIT OF GOVERNMENT

City of Salem

TYPE OF FUNDS

☐ FAI

☐ FAP

☐ FAS

☐ STATE

☐ FAUS

☐ OTHER

ABR

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☒ GRADING

☒ PAVING

☒ STRUCTURE

☐ SIGN

☐ SIGNAL

☐ ILLUMINATION

☐ ROADSIDE
IMPROVEMENT

☐ OTHER

PROJECT DESCRIPTION

Replacement of the existing bridge which has partially collapsed and is currently overlaid with a temporary emergency structure. The existing collapsed structure is partially blocking the creek channel. It provides the only access to a commercial recreational area. The proposal is to replace the existing 23-foot structure with a 44' total width bridge which will include (2) five-foot sidewalks. The existing approaches will require widening in a taper to join the existing roadway.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

200 - 1980

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF
SERVICE

EXISTING

☐ A

☐ B

☐ C

☐ D

☐ E

☐ F

PROPOSED

☐ A

☐ B

☐ C

☐ D

☐ E

☐ F

DESIGN SPEED (MPH)

30

DESIGN STANDARDS

AASHTO

TRAFFIC ANALYSIS

☒ LIGHT

☐ MEDIUM

☐ HEAVY

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - (11.5')	2 - 12'
SHOULDERS	none	2 - 5'
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	2 - 5'
BIKEWAYS	none	5' shoulders - above
INTERCHANGES	none	none
OTHER:	none	none

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☐	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☐	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☐	☐
Illumination	☐	☒	☐	Separated	☐	☐	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☐	☒	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☐	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☐	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☐	☐
Landscaping	☐	☒	☐	Water District	☐	☐	☐
Drainage	☒	☐	☐	Drainage District	☐	☐	☐
River _____	☐	☒	☐	Div. of State Lands	☐	☐	☐
Stream _____	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☐	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☐	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☐	☐
Simple Acquisition	☐	☐	☐	DEQ NPS Water Pollution	☐	☐	☐
Complex Acquisition	☐	☐	☐	Building	☐	☐	☐
Relocations	☐	☐	☐	Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YE	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☐	☐
Environmental Impact Statement	☐	☐	☐
4-F Statement	☐	☐	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type _____

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☒	☐	☐

4 - WORK ITEMS

	APPLICANT	TO BE PERFORMED BY STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	_____
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	_____
CORRIDOR APPROVAL	()	_____
FIELD SURVEY	(1)	_____ 1
PRELIMINARY DESIGN	()	_____
DESIGN APPROVAL/FINAL EIS	()	_____
RIGHT-OF-WAY DESCRIPTIONS	()	_____
RIGHT-OF-WAY ACQUISITION	()	_____
P.S. & E. DOCUMENTS	()	_____

RECOMMENDED CONSTRUCTION DATE

1982

(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C pavement	4"	--
Aggregate base course	8"	

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	65,000	
RAILROAD		
ROADWAY	13,000	
OTHER		
ENGINEERING & CONTINGENCIES	12,000	
PROJECT TOTAL	100,000	

SUBMITTED BY

Robert M. Baker



STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Engineer

DATE: June 29, 1981

FROM: Loren Weber, *Loren Weber*
Region Location Engineer

SUBJECT: Croisan Creek Bridge Replacement
Golf Course Road
City of Salem
Marion County

I have attached an Authority for Survey and draft prospectus to provide funds for the survey to replace the subject bridge in the city of Salem.

The bridge crosses Croisan Creek which appears to be a constant stream baut with little or no game fish spawning grounds. The project will be included under the statewide categorical exclusion.

The estimated costs of the Region survey functions are:

Field	901	\$ 200
City	903	5,000
Soils	910	750
Environmental	923	200
Foundation	926	3,000

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Croisan Creek Bridge #0701 Date 6/29 1981
Highway Golf Course Road Authorization No. 1
County Marion Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.: The location of the project is on Golf Course Road where it crosses Croisan Creek enroute to the Salem Golf Club. The project is approx. 75 feet.



PROPOSED STRUCTURE



PROPOSED ROADWAY

Purpose of survey:

Provide funds for the city to perform the field survey to prepare plans, specifications and cost estimate to replace the existing structure and perform such grading as necessary to connect to the existing roadway.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey \$.....

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

[Signature]
Field Engineer

Recommended for Approval:

[Signature]
Regional Engineer

Recommended for Approval:

.....
Location Engineer

Approved:

.....
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Section Croisan Creek (Golf Course Rd.) Bridge
Highway _____
County Marion
Region 2

(Attach Sketch Map)

Date May 18, 1981
City Salem Hwy. No. _____
Begin M.P. _____ Length _____
Program Estimate \$100,000
Funding Source Highway Bridge Replace-
ment Program.

B. Purpose, Need, and Description of Project (Describe Alternatives):

This project consists of the construction of a new bridge and the widening of the existing roadway approaches.

The existing bridge this project is replacing is deteriorated and has been overlayed with a temporary emergency structure. The partially collapsed existing bridge is restricting the flow channel of the creek.

This bridge provides the only access into a commercial/recreational area and must be replaced to continue providing that access.

C. Recommended Project Category and Documentation:

Project Category

1
2
x 3

Documentation

Draft and Final EIS
Environmental Assessment and
Finding of No Significant Impact
Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures

☐ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

This project replaces an existing deteriorated bridge and does some minor widening of the approaches.

There will be no change in the traffic pattern or land use.

D. Descriptions:

Number of Traffic Lanes

Existing Facility

Proposed Facility

Median (Yes/No)

Shoulders (Yes/No, Paved, Gravel)

Average Daily Traffic (Volume/Year)

Alignment (New, Combined, Existing)

Speeds (Posted/Estimated)

2

no

no

700/1980

Existing

30 mph estimated

2

no

no

700/1980

Existing

30 mph estimated

E. Preliminary Assessment of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	<u>None</u>
Estimated Number of Parcels	<u>None</u>
Residential Relocation (No.)	<u>None</u>
Business Relocation (No.)	<u>None</u>

2. Estimated Impact on Land Use:

The existing two-lane bridge is to be replaced with a new two-lane bridge at the same location and will have no impact on land use.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The existing two-lane bridge is to be replaced with a new two-lane bridge at the same location and alignment.

The new bridge will be wider and have walkways where as the existing bridge has no walkways and its roadway width is substandard.

There will be no impact on traffic volumes, flow, or patterns.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Croisan Creek is a perennial stream which supports no known spawning grounds for any game fish. It could be expected that there will be some non-game fish and other small animals in the project area.

The construction of the new bridge will have a minimal effect on any habitat in this area. This construction will be limited to the immediate bridge site and will have no major channel changes included in this project.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

No parks, known historical properties, or other cultural or scenic resources are within the project area.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

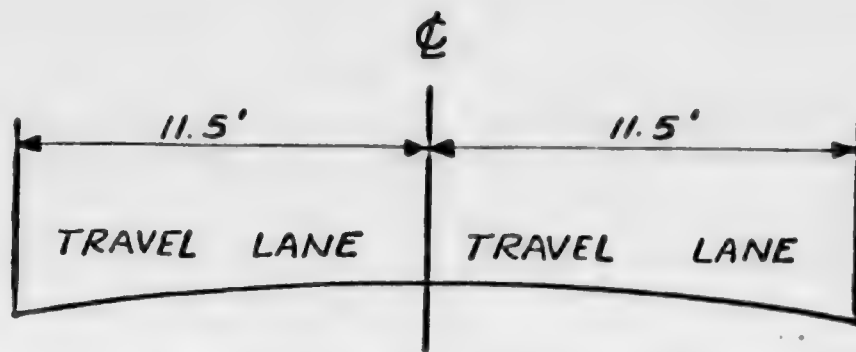
none

Name of Preparer and Phone Number: Karl D. Goertzen, 588-6211

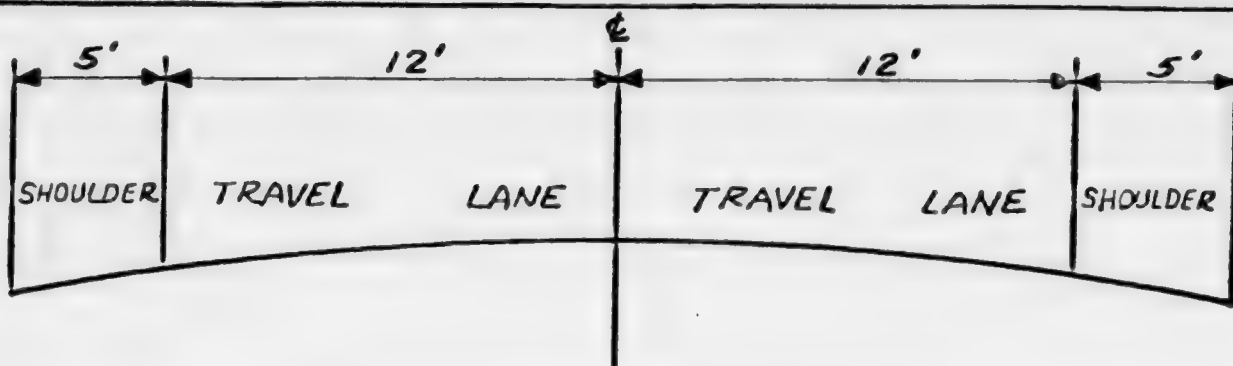


CITY OF SALEM
CROISAN CREEK (GOLF COURSE RD)
BRIDGE
VICINITY MAP

TYPICAL SECTION 3

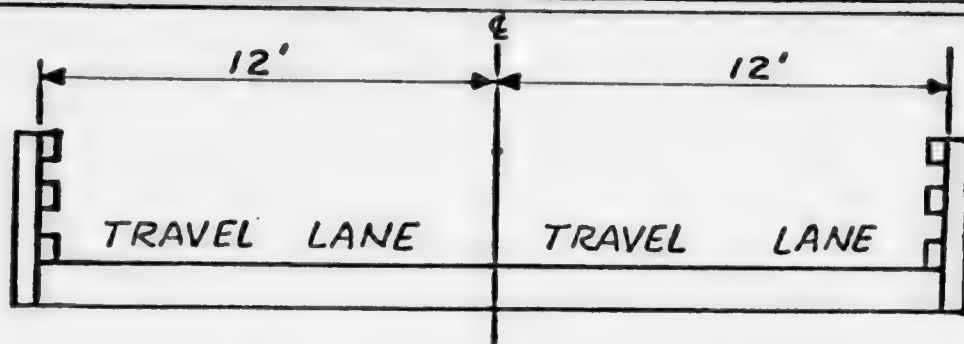


EXISTING ROADWAY

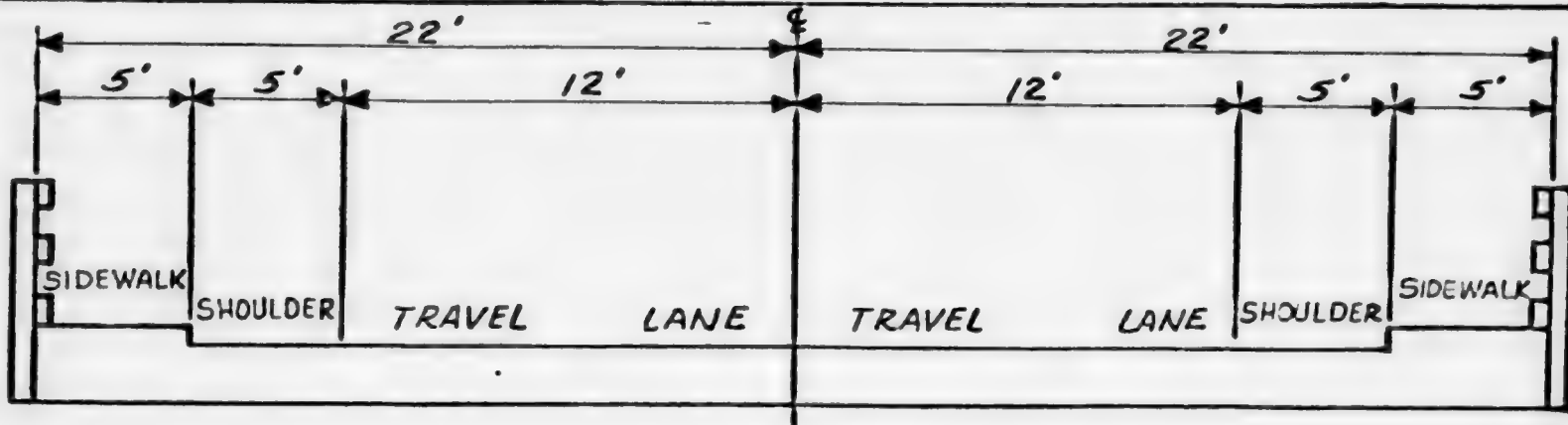


PROPOSED ROADWAY

(APPROACHES TO BE WIDENED IN A TAPER FROM THE EXISTING TO THE PROPOSED ROADWAY)



EXISTING STRUCTURE



PROPOSED STRUCTURE

FEDERAL AID PROJECT REQUEST

Applicant Agency City of Salem

Date May 18, 1981

Request for: Off-System X, FAS-C , FAUS Project HBR Off System

Federal Aid Route No. Route Name

Project Name Croisan Creek (Golf Course Road) Bridge # 0701

Project Length 75 feet

Project Location (Attach sketch map) 

Project Description This project consists of the replacement of an existing bridge which is unable to support any live load and has been replaced with a temporary emergency bridge. The existing approaches will also have to be widened to align with the proposed structure due to the substandard deck width of the existing structure.

Average Daily Traffic 700

Design Speed 30

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 23' Travel Lanes 2 @ 11½' Shoulders none
Medians none Parking none
Sidewalks none
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 34' Travel Lanes 2 @ 12' Shoulders 2 @ 5'
Medians none Parking none
Curbed none Length Curb Radii No curb Radii
Sidewalk/Bikeway none
Remarks Roadwork will consist of widening approaches to accept a wider structure. Present structure width substandard.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 feet Maximum 60 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes No X

3. Will additional right-of-way be needed? Yes No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

No existing signalization in project area.

2. Proposed Signalization:

Location _____

Type _____

Phases _____

Type of Suspension _____

Interconnected _____

Remarks No signalization proposed.

3. Permanent Signing:

Include in project or by applicant? By applicant
Include funds in project. _____

4. Permanent Striping:

Include in project or by applicant? By applicant
Include funds in project. _____

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location _____

Type _____

Remarks No illumination proposed.

V. STRUCTURE DATA

1. Existing Structure:

Location On Golf Course Rd. over Croisan Creek (See attached sketch).
Type Wood abutment, deck and beams Bridge # 0701
Approach Roadway Width 23' Shoulder Width 0'
Length 20' Width 24'
To remain in place? No existing structure deteriorated beyond repair and temporarily replaced with an emergency structure.

2. Proposed Structure:

Location On Golf Course Rd over Croisan Creek. Replace the existing structure at same location (see attached sketch).
Approximate Size: Length 22 feet Width 44 feet

Are sidewalk/bikeways desired? Yes a 5' sidewalk on each side of the bridge.

Are any utilities to be attached to structure? no

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? no

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No x

Name of Railroad n/a

Existing Crossing Protection _____

2. Will existing railroad crossing be altered? n/a

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement

Ronald J. Merry, Acting Director of
Public Works, City of Salem

2. Environmental

" Office "

3. Public Hearing

" Office "

Office

Remarks We anticipate this to be a Category 3 Project.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant x

State _____

Consultant _____

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?

Yes _____ No X _____

If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	\$ <u>15,000</u>
Right-of-way costs (if participating)	<u>--</u>
Traffic control	<u>--</u>
Illumination	<u>--</u>
Structures	<u>75,000</u>
Railroad	<u>--</u>
Other _____	<u>--</u>
Preliminary engineering	<u>10,000</u>

PROJECT TOTAL \$ 100,000

Remarks Roadway work includes estimated cost of temporary bypass.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Salem and/or _____ COUNTY

By [Signature]

MAYOR

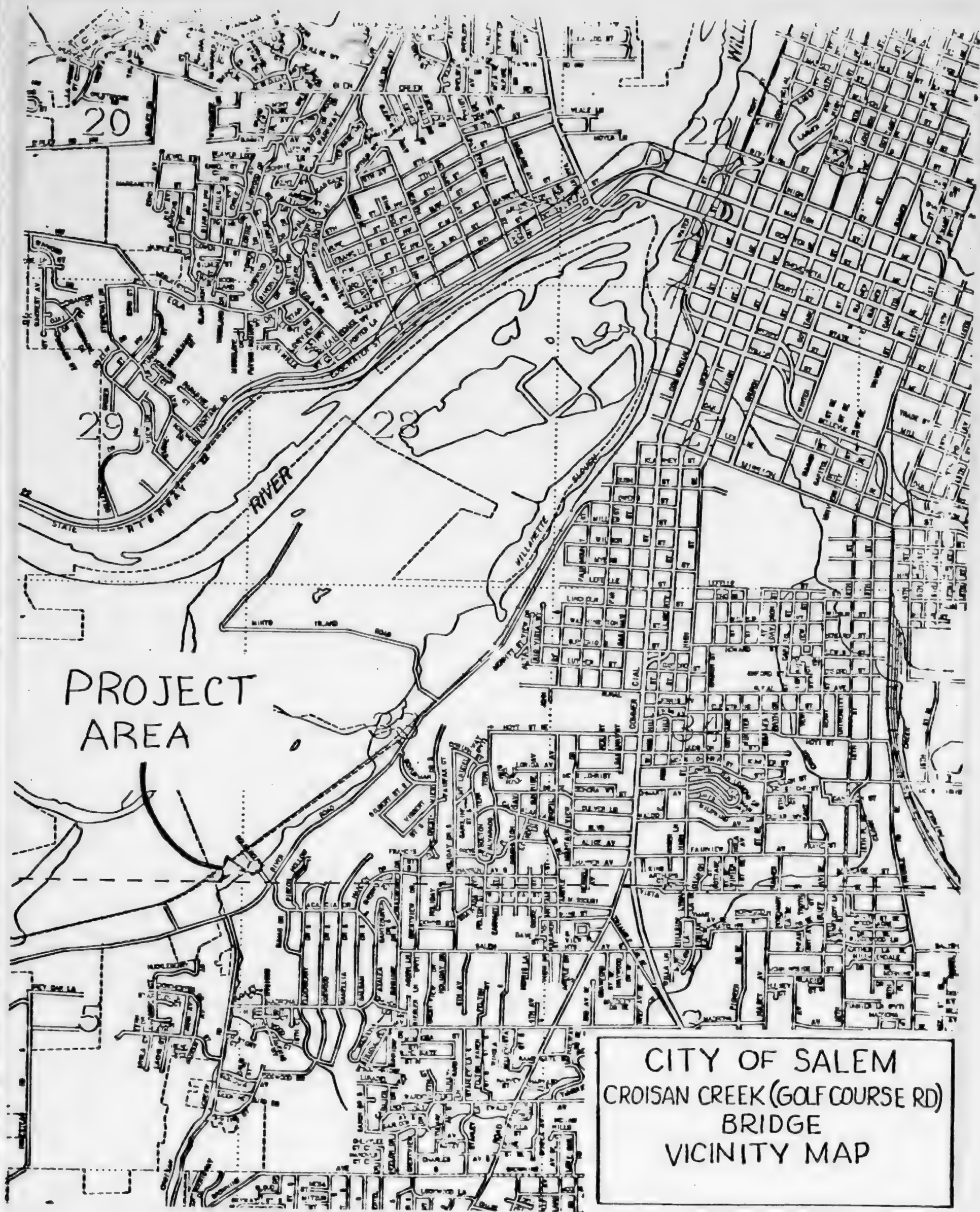
By [Signature]

CITY RECORDER

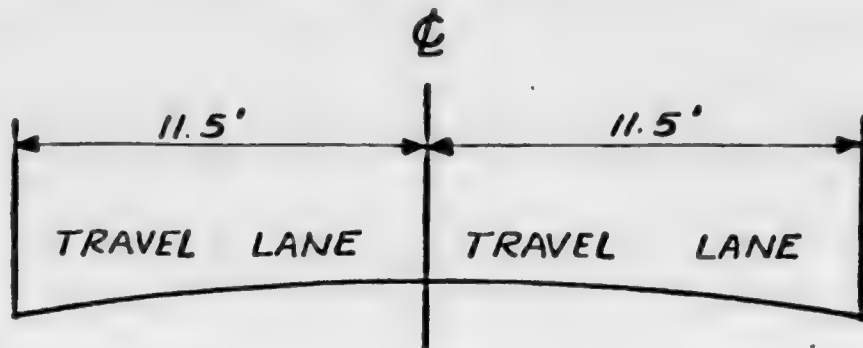
By _____

By _____

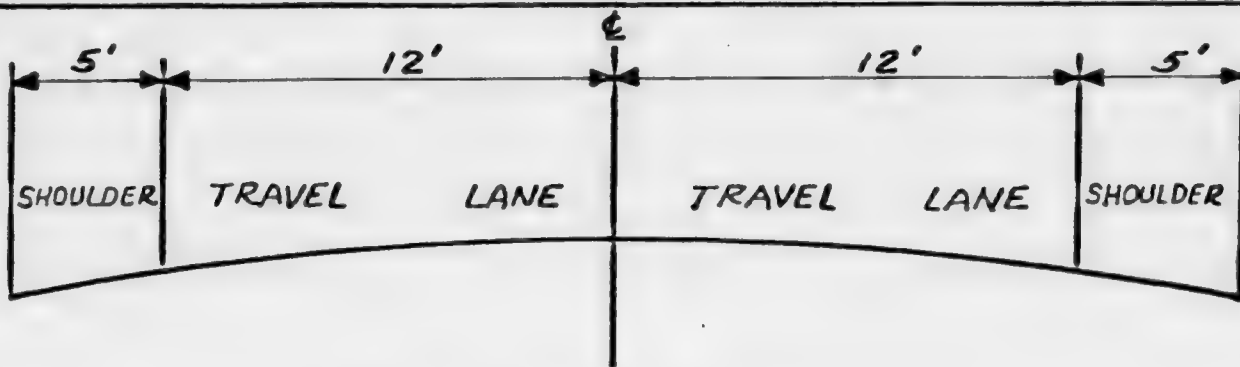
By _____



TYPICAL SECTION 3

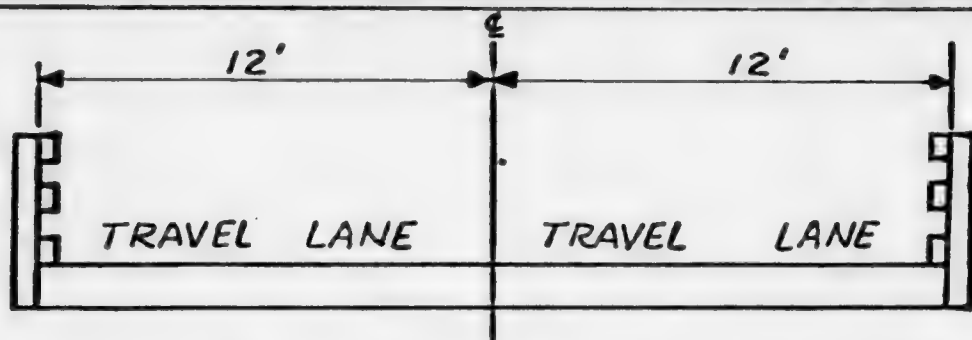


EXISTING ROADWAY

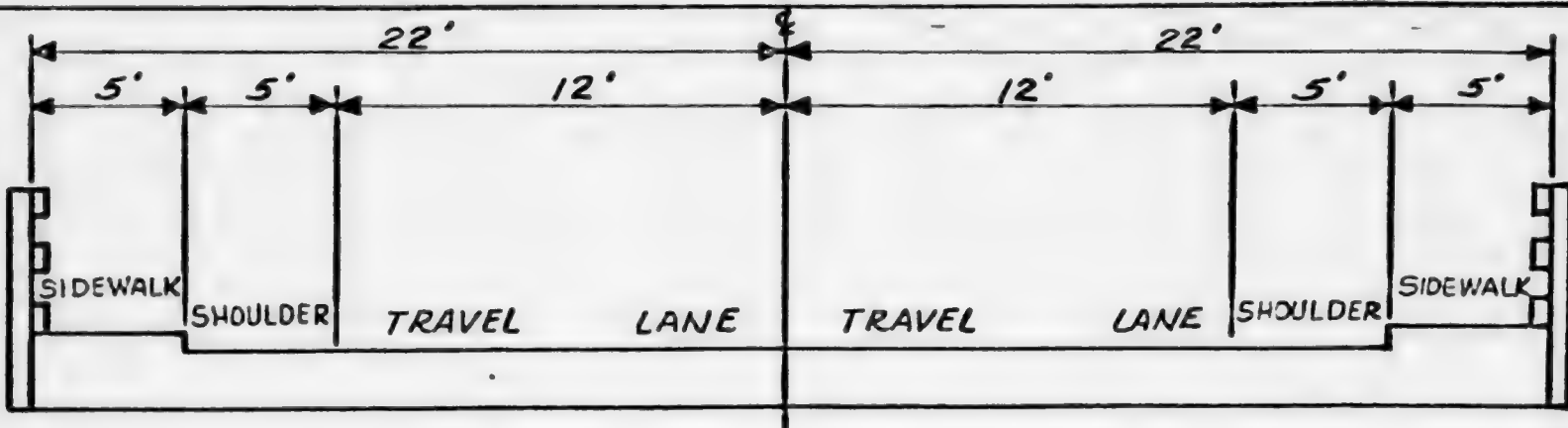


PROPOSED ROADWAY

(APPROACHES TO BE WIDENED IN A TAPER FROM THE EXISTING TO THE PROPOSED ROADWAY)



EXISTING STRUCTURE



PROPOSED STRUCTURE



24-hold

Department of Transportation
HIGHWAY DIVISION

Region 2

2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

February 25, 1981

Ralph Hanley
City Manager
City Hall/555 Liberty
Salem, OR 97301

Attn: Ron Merry
Assistant Director of Public Works
Room 335

Gentlemen:

The Highway Bridge Replacement Advisory Committee selected the Croison Creek (Golf Course Road) Bridge for funding under the Highway Bridge Replacement Program. The Oregon Department of Transportation Commission approved the project at the January 27, 1981, meeting.

Cost of replacement is estimated to be \$100,000. Local match required is twenty percent.

Please submit a project request, or advise if you do not wish to pursue the project. I've enclosed one copy each of the required forms for your use.

Very truly yours,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/rgb
Encl.

cc: Don McFadden
Dick Knowles

D.H. Moehring

PROJECT MANAGEMENT BRANCH

ASHE

STE ☐

PLE ☐

RE ☐

PRE ☐

FEB 26 1981

REFERRED TO _____

FOR _____

FILE: PM FA LG.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Bridge Replacement Candidate
Croisan Creek
Marion County

Date: October 16, 1980

From: G. L. Green, Division Administrator

Reply to
Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. John H. Wood, Maintenance

Attached is the S.I.&A. sheet dated October 1, 1980 and the edit update dated September 30, 1980 for Croisan Creek in Salem. The sufficiency rating for this structure is 8.0 indicating a structural deficiency and a replacement is eligible under the HBR program.

G. L. Green
G. L. Green

Attachment

RECEIVED STATE HWY ENGR						
OCT 20 '80						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Spec	Act	File

*orig
w/att*

cy Hart

1983 French Prairie Road-Case 9683
Road of FAS A599 (Yergen Rd) (Paving
and guardrail)



26 23
Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

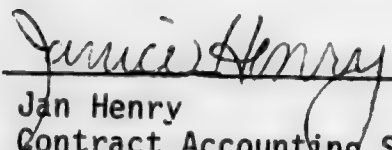
In Reply Refer to
File No.: CON

May 22, 1987

Marion County
220 High ST NE
Salem OR 97301

Re: Project Name French Prairie - Case Rd Section
Fed. Aid No. RS-A599 (2) (3)
Pool Acct. No. 4718

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of \$ 1,250.46 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.


Jan Henry
Contract Accounting Supervisor

JP:

cc: Oregon State Treasurer
Local Govt. Investment Pool

PROGRAM SECTION

MANAGER _____ RESOURCE UNIT _____
FA UNIT _____ PROGRAM UNIT _____

MAY 27 1987

REFER TO _____

R/D _____ ACT _____ REPLY _____
DISC _____ INFO _____ FILE _____

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: January 30, 1987

COUNTY: Marion AGREEMENT NO: 7768 PROJECT NO: RS-A599(2 & 3)
 CONTRACT NO: 9638⁸³ SECTION: French Prairie-Case Rd. Section

PRELIMINARY ENGINEERING PREFIX 524-1991:

	<u>PARTICIPATING</u>	<u>NON PARTICIPATING</u>
Project Manager	\$ 69.13	\$
Payment to Marion County	7,970.17	(472.23) Cr.
Final Design	662.79	
Audit Services	168.67	
Location	5.07	
Program Section	116.38	
Specifications	1,759.50	
R/W Office Expense	43.94	
Surface Design Engineer	1,242.62	
Total P.E. Cost	\$ 12,038.27	\$ (472.23) Cr.

CONSTRUCTION PREFIX C524-1091 & C09683

Payment to Contractor	\$ 261,694.14	\$
Liquidated Damages	(300.00)	
Striping Marion County	650.87	
Interest on Final Payment		922.28
State Field Engineering	280.75	10.84
Payment to Marion Co. Eng.	15,280.32	
Program Section	38.22	
Audit Expense	221.61	
Geotech	84.69	
Materials Lab	2,310.01	
Technical Services	126.67	
Construction Branch	406.22	
Region Engineers Office	638.65	
Accounting	8.93	
	\$ 281,441.08	\$ 933.12

SUMMARY

Participating Co. P.E. Cost	\$ 12,038.27
Participating Const. Cost	281,441.03
Total Participating Cost	<u>\$ 293,479.35</u>

FEDERAL FUNDS

P.E. (88.15%)	\$ 10,611.74	
Const. (88.15%)	<u>248,090.31</u>	<u>(258,702.05)</u>
Subtotal	\$ 34,777.30	
Less State Share 1/2 Balance		(17,388.65)
Plus Non Participating County Cost		460.89
Less County's Advance Deposits:		
P.E. & Const. AD #83-51		<u>(19,100.00)</u>
Refund Due County	\$ (1,250.46)	

MKS:dkb



MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

ROBERT J. HANSEN, DIRECTOR
ENGINEERING (503) 588-5036
INSPECTION & SURVEYING
(503) 588-5325
SOLID WASTE 503) 588-5036

300 Senator Building, 220 High St. N.E., Salem, Oregon 97301-3670

January 6, 1987

PROGRAM SECTION

MANAGER _____ RESOURCE UNIT _____
FA UNIT _____ PROGRAM UNIT _____

Rick Sjolander
Regional Federal Aid Specialist
Oregon State Highway Division
205 East Salem Highway Building
2960 State Street SE
Salem, Oregon 97310

REFER TO

R/D _____ ACT _____ REPLY _____
DISC _____ INFO _____ FILE _____

Re: McKay Road, Hillsboro-
Silverton Highway, French
Prairie Road Section

Dear Rick:

In order to speed the progress of this project, Marion County will proceed with the right-of-way acquisition with local funds. We will follow the same procedure that we would if it were federally funded. We will not close any of the files until the Environmental Statement is approved. We want to get the right-of-way descriptions, title reports, and appraisals done while the Environmental Statement is being approved. We may want to re-evaluate Federal Aid participation if the Environmental Statement is approved fairly quickly.

This project involves three property owners and a total of approximately 8.91 acres. However, 4.93 acres of existing unopened right-of-way can be vacated, giving a net increase of 3.93 acres. Our estimate of the land cost is \$6,000. In addition, the acquisition cost should run about \$3,000 per property. One rather large damage item will be the irrigation dam, which a cost to cure could run as high as \$30,000. If the appraisal warrants this as a cost to cure, we will be asking that it be included in the construction project to make it a federally participating item.

We will keep you informed of our progress. We anticipate being able to make the June 25, 1987, bid let.

Sincerely,

Byron D. Meadows

Byron D. Meadows
Senior Civil Engineer

BDM:wsj

cc: Doug Luth

0102rs.bdm



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ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION				D.O. VOUCHER NO.	
FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117 Appropriation: The United States, Dr., TO <u>Treasurer of the State of Oregon</u> Address <u>Capitol Building, Salem, OR 97310</u>				STATE VOUCHER NO.	
				DATE	
				FHWA SCHEDULE NO.	
				PAID BY	
STATE <u>Oregon</u>		FEDERAL AID PROJECT NO. <u>RS-A599(3)</u>			
PROGRAM APPROVED		VOUCHER PERIOD From: <u>6/22/83</u> To: <u>1/28/86</u>			
FINANCIAL DATA					
TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
282,374.20	281,441.08	.8815	248,090.31	248,090.31	-0-
<i>The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.</i>					
SIGN ORIGINAL ONLY By <u>Oregon</u> <u>Controller</u> State Highway Agency Authorized Officer <u>12/22/86</u> Date					
<i>I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.</i>					
Amount submitted \$ <u>0.00</u>					
Adjustments \$ _____					
Amount Approved \$ _____					
SIGN ORIGINAL COPY _____ Signature of Authorized FHWA Representative _____ Date					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	FRENCH PRAIRIE RD. - CASE RD. SECTION VERGEN COUNTY ROAD MARION COUNTY					
	Construction Type Code 1000 Roadway (Sta. 100+05 to Sta. 187+10)					
	Final Contract Payment Summary SFO #1 Paint centerline stripe and fog stripes (Marion County)	Lump Sum			\$261,694.14	
	Construction Engineering	A11 Required			650.87	
	Liquidated Damages Work by Marion County State	Lump Sum A11 Required A11 Required			(300.00) 15,280.32 3,894.14	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				\$ 18,874.46	
	Misc. Project Cost				\$ 221.61	
	Audit Expense	A11 Required				
	TOTAL PARTICIPATING PROJECT COST				\$281,441.08	
	Non Participating Project Cost					
	Interest on Final Payments Construction Engineering	A11 Required A11 Required			922.28 10.84	
	TOTAL NON PARTICIPATING PROJECT COST				\$ 933.12	
	TOTAL PROJECT COST				\$282,374.20	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12/12/86.					
	AMOUNT CARRIED FORWARD					



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	FRENCH PRAIRIE RD. - CASE RD. SECTION YERGEN COUNTY ROAD MARION COUNTY					
	Construction Type Code I000 Roadway (Sta. 100+05 to Sta. 187+10)					
	Final Contract Payment Summary	Lump Sum			\$261,694.14	
SFO #1	Paint centerline stripe and fog stripes (Marion County)	All Required			650.87	
	TOTAL PARTICIPATING CONSTRUCTION COST				\$262,345.01	
	Construction Engineering					
	Liquidated Damages	Lump Sum			\$ (300.00)	
	Work by Marion County	All Required			15,280.32	
	State	All Required			3,894.14	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				\$ 18,874.46	
	Misc. Project Cost					
	Audit Expense	All Required			\$ 221.61	
	TOTAL PARTICIPATING PROJECT COST				\$281,441.08	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			\$ 922.28	
	Construction Engineering	All Required			10.84	
	TOTAL NON PARTICIPATING PROJECT COST				\$ 933.12	
	TOTAL PROJECT COST				\$282,374.20	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12/12/86.					
AMOUNT CARRIED FORWARD						



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

**END
OF
RETAKE**

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985 PAGE 440

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS
	524	1068	298	00 N 9			368,516.58	84
	524	1068	900	00 P 1			42,978.98	84
	524	1068	900	00 N 1			295.58	84
	524	1068	915	00 P 1			707.22	84
	524	1068	920	00 P 1			70.37	84
	524	1068	928	00 N 1			22.21	84
	524	1068	940	00 P 1			2,920.97	84
	524	1068	941	00 P 1			44.56	84
	524	1068	942	00 P 1			1,855.42	84
	524	1068	944	00 P 1			1,165.46	84
	524	1068	945	00 P 1			434.02	84
	524	1068	946	00 P 1			2,199.74	84
	524	1068	948	00 P 1			1,248.05	84
		TOT		P1			417,914.02	
		TOT		N1			1,015.58	
		XX JOB TOTALS		XX			418,929.60	XX

PMS 0005 (115) MARION PMP#3	CONT NO	X FA PROJ NOS	PMS	0005115	100	STATE
	524	1083	270	01 P 1		3,130.17
	524	1083	296	00 N 9		3,673.73CR
	524	1083	298	00 N 9		3,673.73
	524	1083	900	00 P 1		500.89
	524	1083	915	00 P 1		127.98
	524	1083	920	00 P 1		106.61
	524	1083	948	00 P 1		8.08
		TOT		P1		3,673.73
		XX JOB TOTALS		XX		3,673.73

FRENCH PRAIRIE RD-CASE RD	CONT NO	9683	FA PROJ NOS	RS	A539003	100	STATE
	524	1091	201	00 P 1		660.00CR	261,694.14
	524	1091	203	00 P 1		300.00CR	300.00CR
	524	1091	204	00 P 1		3,112.71	10,000.00CR
	524	1091	296	00 N 9		9,622.13CR	253,246.52CR
	524	1091	297	00 N 9		7,169.17	17,726.56
	524	1091	298	00 N 9		2,452.96	235,519.94
	524	1091	900	00 P 1		28.28	219.17
	524	1091	903	00 N 1		10.84	10.84
	524	1091	920	00 P 1			12,076.47
	524	1091	940	00 P 1		20CR	38.22
	524	1091	944	00 P 1		57.15	2,310.01
	524	1091	945	00 P 1		1,64CR	126.67
	524	1091	946	00 P 1		362.05	406.33
	524	1091	948	00 P 1			633.65
		TOT		P1		2,09CR	267,178.78
		TOT		N1		84	10.84
		XX JOB TOTALS		XX		1,25CRXX	267,189.62

84,69 Geotech

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

PAGE 274
RUN 01/07/87 21:11

FEDERAL APPROPRIATION: 075

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT CODE	VOUCHER AMOUNT
------------------------	------------------------	------------------------	-------------------------------------	---------------------	------------------	-----------------------------	-------------------

FEDERAL PROJECT: RS -A599-002

F03041
C5241991-010
C5241991-011
12,038.27
10,611.74
12,038.27

AGREEMENT TOTALS	12,038.27	10,611.74	12,038.27 88.15	10,611.74	10,611.74	.00	.00
ED PROJ TOTALS	12,038.27	10,611.74	12,038.27	10,611.74	10,611.74	.00	.00

FEDERAL PROJECT: RS -A599-003

F03035
C09683 -000
C09683 -001
C09683 -010
C09683 -011
10,084.69
922.28
10.84
271,356.39
452.94
10,084.69
271,356.39
247,637.37

AGREEMENT TOTALS	282,374.20	248,090.31	281,441.08 88.15	248,090.31	248,090.31	.00	.00
FED PROJ TOTALS	282,374.20	248,090.31	281,441.08	248,090.31	248,090.31	.00	.00

FEDERAL PROJECT: RS -A599-004

F03039
C5241909-000
C5241909-001
C5241909-011
29,164.12
19.70
90,560.75
6,758.14
29,164.12
90,560.75
98,779.33

AGREEMENT TOTALS	119,744.57	105,537.47	119,724.87 88.15	120,028.00	105,537.47	.00	.00
FED PROJ TOTALS	119,744.57	105,537.47	119,724.87	120,028.00	105,537.47	.00	.00

FEDERAL PROJECT: RS -A617-001

F03816
C5031912-000
C5031912-011
12,481.44
357.76
7,214.19
233.81

AGREEMENT TOTALS	12,839.20	7,448.00	12,839.20 88.15	7,448.00	11,317.75	3,869.75 B	.00
------------------	-----------	----------	-----------------	----------	-----------	------------	-----

1/15/87

JOB COST SUMMARY
EA/SUPJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09683	000	010	001	0521	
C09683	000	010	001	0521	
C09683	000	010	001		
C09683	000	010			
C09683	000	934	001	7120	
C09683	000	934	001	7120	
C09683	000	934	001		
C09683	000	934			
C09683	000				
C09683	001		349	0100	
C09683	001		349	0100	
C09683	001		349		
C09683	001				
C09683	001				
C09683	011		341	2000	
C09683	011		341	2000	
C09683	011		341		
C09683	011				
C09683	011	010	001	0521	
C09683	011	010	001	0521	
C09683	011	010	001		
C09683	011	010			
C09683	011	050	001	0500	
C09683	011	050	001	0500	
C09683	011	050	001		
C09683	011	050			
C09683	011	140	341	2060	
C09683	011	140	341	2060	

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	0521		.00	10.09
	0521		.00	10.09
			.00	10.09
			.00	10.09
	7120		.00	74.60
	7120		.00	74.60
			.00	74.60
			.00	74.60
			.00	84.69
	0100		.00	922.28
	0100		.00	922.28
			.00	922.28
			.00	922.28
			.00	922.28
	2000		.00	41.10-
	2000		.00	41.10-
			.00	41.10-
			.00	41.10-
	0521		.00	20.18
	0521		.00	20.18
			.00	20.18
			.00	*20.18
	0500		.00	221.61
	0500		.00	221.61
			.00	221.61
			.00	*221.61
	2060		.00	650.87
	2060		.00	650.87

1/15/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NU
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09683	011	140	341		
C09683	011	140			
C09683	011	900	341	2060	
C09683	011	900	341	2060	
C09683	011	900	341		
C09683	011	900	598	2000	
C09683	011	900	598	2000	
C09683	011	900	598		
C09683	011	900			
C09683	011				
C09683					

JOB COST SUMMARY
 /SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
 PAYROLL CHARGES ARE LOADED

PAGE 5

DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
			.00	650.87
			.00	650.87
	2060		.00	3,284.95
	2060		.00	3,284.95
			.00	3,284.95
	2000		.00	41.10
	2000		.00	41.10
			.00	* 41.10
			.00	3,326.05
			.00	4,177.61
			.00	5,184.58

TO BE COMPLETED BY FHWA		 U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
MONTHLY TRANSACTION NUMBER 7-407	PROJECT REPORT NUMBER			County Marion
MODIFICATION NUMBER 1				Project Number RS-A599(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **September 28**, 19 **83**

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 310,346	\$ 303,810
Federal funds	\$ 273,568	\$ 267,808
Other revisions		

This modification is made for the following reasons: **To release federal funds for use on other projects.**

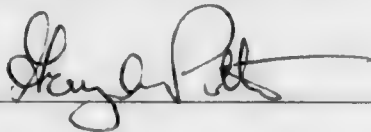
All other terms and conditions of the Project Agreement will remain in full force and effect. This modi-

fication is effective as of the **23 RD** day of **JUL**, 19 **86**

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By



Manager, Program Section

(Title)

XX For: Larry Rulien

State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By



(Division Administrator)

For: Dale E. Wilken

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 15, 1986

Ken Cile

FEDERAL AID PROJECT NO. RS-A599(3)

FRENCH PRAIRIE RD.-CASE RD. SEC.
COUNTY ROAD
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 100+05 TO 187+10)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
C1. "B" Asphalt Concrete	\$ 21.50	5,540	\$ 191,110.00	5.236	\$ 112,574.00
		Subtotal	\$ 191,110.00		\$ 112,574.00
Subtotal of previous estimate of Sept. 1, 1983					\$ 310,346.00
Total Decrease					6,536.00
Total					\$ 303,510.00

Length of Project

1.649 mi.

Cost of Roadway Per Mile

\$ 184,238.94

SUMMARY OF FUNDS

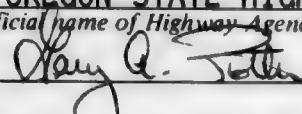
Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	County Funds
Roadway	075	88.15	\$ 303,810	\$ 267,808	\$ 18,001	\$ 18,001

Sub. Job 010: 0% Sub. Job 011: 100%

Contract No. C09683

Prefix No. C524-1991: C524-1091

DDB:bkb

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-238		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT		State OREGON	
				County MARION	
				Project No. RS-A599(3)	
The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.					
PROJECT TERMINI French Prairie Rd.-Case Rd.					
PROJECT CLASSIFICATION OR PHASE OF WORK				EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)					
PRELIMINARY ENGINEERING					
RIGHTS-OF-WAY					
CONSTRUCTION				6-22-83	1.649
OTHER (Specify)					
FUNDS PRO RATA 88.15%					
ESTIMATED TOTAL COST OF PROJECT			FEDERAL FUNDS		
\$ 310,346.00			\$ 273,568.00		
The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.					
OREGON STATE HIGHWAY DIVISION <i>(Official name of Highway Agency)</i> By <u></u> Manager, Program Section <i>(Title)</i> XX FOR: H. S. Coulter State Highway Engineer <i>(Title)</i> By _____ _____ <i>(Title)</i>			U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By <u></u> <i>(Division Administrator)</i> For: Dale E. Wilken Date executed by Division Administrator _____		

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

- a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.
- b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 1, 1983

FEDERAL AID PROJECT NO. RS-A599(3)

FRENCH PRAIRIE RD.-CASE RD. SECTION
YERGEN COUNTY ROAD
MARION COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 100+05 to Sta. 187+10)

Mobilization	All Required		\$ 12,000.00
Temporary Protection & Direction of Traffic	All Required		1,200.00
Temporary Signs	220 Sq. Ft.	6.50	1,430.00
Temporary Barricades	3 Each	40.00	120.00
Flagmen	40 Hour	12.90	516.00
3/4"-0 Aggregate Base	17,070 Ton	5.97	101,907.90
Class "B" Asphalt Concrete	5,540 Ton	21.50	119,110.00
Extra for Asphalt Approaches	10 Each	75.00	750.00
Guard Rail, Type 2A	3,763 Lin. Ft.	8.80	33,114.40
Guard Rail Anchors, Type 1	7 Each	245.00	1,715.00
Guard Rail Anchors, Type 2	3 Each	325.00	975.00
Guard Rail End Pieces, Type B	3 Each	35.00	105.00
Guard Rail End Pieces, Type C	7 Each	70.00	490.00
			<u>\$273,433.30</u>

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	\$ 2,200.00
-----------------------------	--------------	-------------

SUBTOTAL	\$275,633.30
Engineering	<u>36,912.70</u> 34,712.70
TOTAL	\$310,346.00

Length of Roadway ----- 1.649 mi.
Cost of Roadway Per Mile ----- \$188,202.54

Federal Funds (88.15%)	\$273,568.00
State Funds	18,389.00
County Funds	18,389.00
TOTAL	<u>\$310,346.00</u>

Group 1: 100%
Contract No. 9683
Prefix: 524-1991
Prefix: 524-1091

DAR:pf

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10 2	REPORT NO. 1	COUNTY Marion	DIVISION Oregon
DATE OF REPORT JAN 23 '86	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-A599(3)
COMPLETION DATE (Actual) 9-20-83	ACCEPTANCE DATE BY CONTRACT AGENCY 7-1-85	TIME ELAPSED 100 %	CONTRACT TIME 60 CD

LOCATION

French Prairie Rd.-Case Rd. Sect., approx. 4 miles northeast of St. PaulThe FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
(Projects over \$500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Construct aggregate base and asphalt concrete pavement.
2. Construct guard rail.
3. Performance of such additional and incidental work as is called for by the specifications and plans.

CONTRACTORS NAME: **Comco Construction**CONTRACT AMOUNT: **\$273,433.30****NOTED**
W. E. SCHWARTZ *cy 2/7*

RECEIVED STATE HWY ENGR						
JAN 29 '86						
REFER TO <i>Fredrickson</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.SIGNATURE (SHD Official) *C. O. Fredrickson*TITLE **Construction Engineer**

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE <i>[Signature]</i>		SIGNATURE <i>[Signature]</i>	
TITLE Area Engineer	DATE JAN 28 1986	TITLE Field Operations Engineer	DATE JAN 28 1986

November 22, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9683

On July 5, 1985, we wrote to you concerning release of final payment on Contract No. 9683 awarded to Comco Const. Oreg. Ltd. dba Salem Road & Driveway Co. for work on the French Prairie Road-Case Road Section of FAS A599 in Marion County.

Final payment on this contract is \$10,922.28 and the total contract amount is \$261,394.14. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Comco Const. Oreg. Ltd.
dba Salem Road & Driveway Co.
P.O. Box 603
Salem, OR 97308

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FKN:arc

NOTED ON CARD

11-22-85 ac



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 3, 1985

In Reply Refer to
File No.:

CON 5

Salem Road & Driveway
P.O. Box 603
Salem, OR 97308

Re: Time Extension Request
French Prairie Rd. - Case Rd.
Contract No. 9683
FAP No. RS-A599(3)

Your request for 5 days of additional road closure time under this contract has been carefully reviewed. Project records indicate that the temporary suspension of work order delayed the work a total of 3 calendar days. Therefore, a time adjustment of an additional 3 calendar days is granted to the road closure time limit for this project. The adjusted road closure time limit is 24 calendar days. There remains 2 calendar days of liquidated damages under the road closure provisions of this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Bill Anhorn w/attach.
Don Jordan w/attach.
Byron Meadows w/attach.
Marion County
FHWA w/attach.
Bruce Walton



STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

FROM: *Kenneth E. Husby*
Kenneth E. Husby
Region Construction Engineer

SUBJECT: Time Extension Request
French Prairie Rd. - Cast Rd. Section
Yergen Road FAS A599
contract 9683

DATE: 3-7-85

On January 2, 1985, the contractor submitted to Byron Meadows of Marion County a Request for Adjustment of Contract Time for a 5 calendar day time extension. Although the contractor, Salem Road and Driveway, completed the contract within the allotted calendar days he did overrun the road closure special provision [104.05(2c)] by 5 days. [Liquidated damages \$100/day, 104.05(2d)].

I have attached a chart showing the contractor's progress in completing the project. The chart (and the attached correspondence from Marion County) support the following:

Tuesday 8-23-85: Contractor began hauling rock, was ordered to stop work at 10:10 a.m. by County due to non-spec aggregate (sand equivalent failure, standard spec 703.7).

Wednesday 8-24-85: Contract shut down until 3:30 p.m. County then realized special provisions had deleted 703.7, and ordered contractor to resume work.

Thursday 8-25-85: No work activity as contractor was unable to make arrangements for independent trucks to haul the rock.

I recommend we allow 3 additional calendar days--two for the shutdown and one to mobilize, the latter because the contractor was not told to resume work until late Wednesday, 8-24-85.

KEH:jn

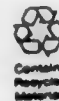
4-3-85

W. E. Schwartz-

I concur with Region and Project Mgr.
and recommend a 3 C.D. time extension
for the road closure time limit.

O. B. Jackmond

CE... CAE... RECEIVED LS... TC...
COE... OM... SA... CC...
OE... MAR 08 1985 FE... CP...
CA... POC...
CAM... CONSTRUCTION QCS...
EEO... SECTION FILE...



ORIGINAL

524-1991

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION				D.O. VOUCHER NO.	
FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117				STATE VOUCHER NO.	
				DATE	
				FHWA SCHEDULE NO.	
				PAID BY	
Appropriation: The United States, Dr., TO <u>Treasurer of the State of Oregon</u>					
Address <u>Capitol Building</u> <u>Salem, OR 97310</u>					
STATE <u>Oregon</u>		FEDERAL AID PROJECT NO. <u>RS-A599(2)</u>			
PROGRAM APPROVED		VOUCHER PERIOD From: <u>12-13-82</u> To: <u>6-22-83</u>			
FINANCIAL DATA					
TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
11,566.04	12,038.27	.8815	10,611.74	10,611.74	-0-
<i>The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.</i>					
SIGN <u>Oregon</u> State Highway Agency ORIGINAL ONLY By <u>Controller</u> <u>4/18/84</u> Authorized Officer Date					
<i>I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.</i>					
Amount submitted \$ <u>0</u>					
Adjustments \$ _____					
Amount Approved \$ _____					
SIGN ORIGINAL COPY Signature of Authorized FHWA Representative Date					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	<u>Case Rd.-French Prairie Rd. Section</u> <u>County Road in Marion County</u>					
	<u>Preliminary Engineering</u>					
	<u>Type Code PE</u>					
	Work by Marion County	A11 Required			\$ 7,970.17	
	State	A11 Required			3,899.43	
	Total Participating Preliminary Engineering				11,869.60	
	<u>Misc. Project Cost</u>					
	<u>Audit Expense</u>	A11 Required			168.67	
	Total Participating Project Cost				12,038.27	
	<u>Non Participating Project Cost</u>					
	<u>Marion County share of Project Cost</u>	A11 Required			(472.23)	
	Total Project Cost				11,566.04	
	Prepared based on Participating cost as shown on the Federal Billing as of 4-26-84					
AMOUNT CARRIED FORWARD						

BILLING NUMBER 45		OREGON STATE HIGHWAY DEPARTMENT				05/31/84		PAGE 114	
PREFIX GRP FED AID PROJ FL APPR		AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF BILIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
518-1920 1 RS -8319-001 APPR-075		300,300.00	305,984.92	302,952.18	85.80	259,932.97	259,927.57		5.40
518-1965 1# RS -8303-001 APPR-075		9,563.69	10,985.82	10,845.65	88.18	9,563.69	9,563.69		
518-1986 1 RS -8319-001 APPR-075		93,393.00	4,104.19	4,104.19	85.80	3,521.40	3,422.04		99.36
519-1929 1# BRS -8326-001 APPR-114		11,562.31	15,876.21	14,452.89	80.00	11,562.31	11,562.31		
520-1956 1 RRP -8452-001 APPR-139		1,800.00	422.23	422.23	90.00	380.01	380.01		
520-1958 1 RS -8465-002 APPR-075		107,982.00	122,404.54	122,404.54	88.15	107,899.60	107,899.60		
520-1960 1 HES -8454-002 APPR-141		6,300.00	8,257.74	8,237.56	90.00	7,413.80	6,300.00	1,113.80 B	
520-1987 1# PMS -0005-102 APPR-140		1,856.60	1,856.60	1,856.60	100.00	1,556.60	1,856.60		
521-1910 1 RS -8531-001 APPR-075		10,638.00	9,768.46	9,768.46	81.83	7,993.53	7,993.53		
521-1911 1 RS -8525-003 APPR-075		8,019.00	7,332.99	7,332.99	81.83	6,000.59	6,000.59		
522-1918 1 RRS -8480-001 APPR-138		1,800.00			90.00				
522-1920 1 RRS -8476-001 APPR-138		1,800.00			90.00				
522-1921 1 RRS -8490-001 APPR-138		1,800.00			90.00				
522-1923 1 RRS -8501-001 APPR-138		1,800.00			90.00				
522-1926 1 HES -8498-001 APPR-141		26,550.00	100.42	100.42	90.00	90.38	90.38		
522-1986 1 RRP -8500-001 APPR-139		1,800.00	78.50	78.50	90.00	70.65	70.65		
523-1904 1 BRS -8484-001 APPR-118		23,600.00	8,073.02	8,068.49	80.00	6,454.79	6,401.99		52.80
523-1906 1 RS -8498-001 APPR-075		23,624.00	10,879.10	10,875.44	88.15	9,586.70	9,586.70		
523-1991 1# RS -8500-002 APPR-075		50,586.56	57,462.39	57,367.39	88.18	50,586.56	50,586.56		
523-1995 1# BRS -8487-001 APPR-114		4,048.52	5,060.65	5,060.65	80.00	4,048.52	4,048.52		
524-1907 1 RRS -8600-001 APPR-138		1,800.00	615.37	615.37	90.00	553.83	553.83		
524-1908 1 BRS -8560-002 APPR-118		26,400.00	9,886.70	9,886.70	80.00	7,909.36	7,909.36		
524-1909 1 RS -8599-004 APPR-075		44,515.00	8,350.97	8,350.97	88.15	7,361.38	52.67		7,308.71
524-1953 1# RS -8590-001 APPR-075		31,128.70	35,604.06	35,301.31	88.18	31,128.70	31,128.70		
524-1991 1# RS -8599-002 APPR-075		10,611.74	11,566.04	12,038.27	88.15	10,611.74	10,611.74		
524-1994 1 HES -8560-001 APPR-141		9,000.00	95.53	95.53	90.00	85.98	85.98		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

APRIL 1984

PAGE 823

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS									
DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	YEAR TO DATE	FISCAL YEAR TO DATE	GRAND TOTAL	STATE
524 1909	297	00	N 9		528.00	528.00		528.00	
524 1909	910	00	P 1		59.75	59.75		59.75	
524 1909	101	00	P 1		59.75	59.75		59.75	
XX JOB TOTALS XX					59.75	59.75		59.75	XX
ABIGUA CRBRSILVTN-MTANGELHAY	1953	298	00	N 9	32,713.70CR	32,713.70CR		32,713.70CR	
524 1953	297	00	N 9		1,585.00	1,585.00		1,585.00	
524 1953	298	00	N 9		31,128.70	31,128.70		31,128.70	
524 1953	901	00	P 1		15,774.05	15,774.05		15,774.05	
524 1953	903	00	P 1		290.56	290.56		290.56	
524 1953	905	00	P 1		4,676.68	4,676.68		4,676.68	
524 1953	906	00	P 1		125.94	125.94		125.94	
524 1953	907	00	P 1		2.79	2.79		2.79	
524 1953	909	00	P 1		5,421.65	5,421.65		5,421.65	
524 1953	910	00	P 1		831.77	831.77		831.77	
524 1953	911	00	N 1		5.00	5.00		5.00	
524 1953	912	00	N 1		198.66	198.66		198.66	
524 1953	913	00	N 1		575.59	575.59		575.59	
524 1953	914	00	N 1		289.75	289.75		289.75	
524 1953	915	00	N 1		1,714.50	1,714.50		1,714.50	
524 1953	916	00	N 1		13.40	13.40		13.40	
524 1953	917	00	N 1		1,362.89	1,362.89		1,362.89	
524 1953	918	00	N 1		93.77	93.77		93.77	
524 1953	919	00	N 1		226.60	226.60		226.60	
524 1953	923	00	P 1		1,136.82	1,136.82		1,136.82	
524 1953	926	00	P 1		297.75	297.75		297.75	
524 1953	929	00	N 1		2,565.67	2,565.67		2,565.67	
524 1953	TOT				35,301.31	35,301.31		35,301.31	
524 1953	TOT				302.75	302.75		302.75	
XX JOB TOTALS XX					35,604.06	35,604.06		35,604.06	XX
CASE RD- FRENCH PRAIRIE	1991	294	00	N 1	113.70CR	113.70CR		113.70CR	
524 1991	296	00	N 9		6,675.50CR	6,675.50CR		6,675.50CR	
524 1991	297	00	N 9		409.78	409.78		409.78	
524 1991	298	00	N 9		6,265.72	6,265.72		6,265.72	
524 1991	901	00	P 1		17.88	17.88		17.88	
524 1991	903	00	P 1		7,990.17	7,990.17		7,990.17	
524 1991	905	00	P 1		662.79	662.79		662.79	
524 1991	915	00	P 1		59.18	59.18		59.18	
524 1991	918	00	P 1		168.67	168.67		168.67	
524 1991	920	00	P 1		5.07	5.07		5.07	
524 1991	921	00	P 1		116.38	116.38		116.38	
524 1991	923	00	P 1		1,759.50	1,759.50		1,759.50	
524 1991	932	00	P 1		43.94	43.94		43.94	
524 1991	933	00	P 1		1,242.62	1,242.62		1,242.62	
524 1991	TOT				12,038.27	12,038.27		12,038.27	
524 1991	TOT				472.23CR	472.23CR		472.23CR	
XX JOB TOTALS XX					2,188.04	2,188.04		2,188.04	XX
XX JOB TOTALS XX					113.70CR	113.70CR		113.70CR	XX
XX JOB TOTALS XX					2,074.34	2,074.34		2,074.34	XX
XX JOB TOTALS XX					11,566.04	11,566.04		11,566.04	XX

FORM 734-3001 OREGON STATE HIGHWAY DIVISION FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		SECTION		WEEK ENDING	
		French Prairie Road Case Road		September 24, 1983	
		HIGHWAY		SECTION PREFIX	
		Yergen Road CR 96		524-1091	
				COUNTY	
				Marion	
NAME OF JOB		KIND OF WORK			
Yergen Road		Paving and Guardrail			
CONTRACTOR		CONTRACT NUMBER		FEDERAL AID PROJECT NUMBER	
Comco Construction		9683		RS A599(3)	
DATE OF CONTRACT		DATE WORK STARTED		ESTIMATED COMPLETION DATE	
August 3, 1983		August 12, 1983		September 20, 1983	
AVERAGE FORCE ON PROJECT FOR THE WEEK:		SPECIFIED WORK DAYS		WORK DAYS USED	
MEN: SUPERVISION:		SPECIFIED CALENDAR DAYS 60		CALENDAR DAYS USED 36	
		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED	
PROJECT AUTHORIZATION: 312,843.80				60%	
EXCLUSIVE OF ENGINEERING: 288,036.80		ENGINEERING AUTHORIZATION 24,807.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 92%	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 264,554.14		ENGINEERING COST TO DATE 14,000		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 89%	
ESTIMATED PERCENT: OVERRUN UNDERRUN 8%		PERCENT OF AUTHORIZATION 56%		DATE PROJECT WAS COMPLETED:	
				September 20, 1983	
ESTIMATED PERCENT COMPLETE (ROADWORK)					
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
			100%	100%	
			GRADING	SURFACING	MAINTENANCE MATERIALS
					OIL & BITUMINOUS MACADAM
					PAVING
MILES IN PROJECT				1.65	
MILES PARTIALLY COMPLETED				1.65	
MILES COMPLETED				1.65	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				17,070	5,540
TOTAL QUANTITIES CORRECTED TO DATE				16,553	5,214
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				16,553	5,214
AVERAGE DAILY QUANTITIES				460	1,738
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0	-
NUMBER OF SHIFTS PER DAY				1	1
HOURS PER SHIFT				8	8
EQUIPMENT USED DURING THE WEEK:					
Blade, Water Truck, Roller					
ESTIMATED PERCENT COMPLETE (STRUCTURES)					
BRIDGE NO.					
PERCENT					
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY	
SUNDAY 18		1			
MONDAY 19		1			
TUESDAY 20		1		Work completed	
WEDNESDAY 21		-			
THURSDAY 22		-			
FRIDAY 23		-			
SATURDAY 24		-			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 18	
MONDAY 19	County crews painted center line
TUESDAY 20	Finshed north side shoulder rock 1100 tons rock. Contractor completed all work except removing detour signs.
WEDNESDAY 21	
THURSDAY 22	
FRIDAY 23	
SATURDAY 24	
REMARKS	
County completed striping on September 29, 1983.	
RECEIVED 10-18-83 SECTION SIGNED <u>BD Meadows</u> 10-18-83 LOCATION <u>Salem</u>	

9623

PAGE TWO

Marion County Board
of Commissioners
Court House
Salem, OR 97301

Attn: Mr. Robert Hansen
Director of Public Works
Senator Building
220 Main Street NE
Salem, OR 97301

Gentlemen:

On July 14, 1983, the Highway Division received a satisfactory bid from Comco Construction Company, P.O. Box 513, Salem, Oregon 97308 for the French Prairie Rd. Base Road Section on FAS 8549. This is an FAS C Project No. HS 8549(3). Based upon the Contractor's bid the County's advance deposit will be:

Contractor's bid	\$273,433.30
Pavement Striping	2,200.00
4 1/2% Contingencies	12,403.50
9% Engineering	24,807.00
TOTAL CONSTRUCTION COST	\$312,843.80
Est. P.E. Costs	5,000.00
TOTAL PROJECT COST	\$317,843.80

County share of Project Cost is 5% of \$317,843.80 = \$15,892.19

By rounding the County's advance deposit will be \$15,000.00

We will award the contract when we receive your advance deposit, which should arrive in this office not later than August 5, 1983.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

AK:pf

Attachment

UCC W/AD # 8549(3) Phil Stearns Region 2
Vern Skoog Please return completed AD # 8549(3) when advance deposit is received.

Awarded
8-3-83
Told Ed
Harry
Phil Stearns

Rec'd July 20, 1983

r11 4 U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. RS-A599(3)							
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See below							
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division		4. PROGRAM NO. 5. ITEM NO. 30031							
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon		2A. COUNTY NAME Marion							
7. DATE AUTHORIZATION EFFECTIVE 6/22/83		8. FEDERAL ROUTE NUMBER Secondary A599							
9. STATE ROUTE NUMBER County Road									
10. GENERAL LOCATION: French Prairie Road - Case Road Section									
11. GENERAL DESCRIPTION OF WORK High type pavement									
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; margin-top: 10px;"> <tr> <td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td> <td>☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td> </tr> <tr> <td>☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION</td> <td>☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS</td> </tr> <tr> <td>☐ ACQUISITION OF RIGHT-OF-WAY</td> <td>☐ OTHER (Specify)</td> </tr> </table>				☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS								
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS								
☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)								
13. REMARKS As requested in Mr. Potter's letter of 6/20/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of \$349,421 Federal Funds \$308,014 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. I accept the certification of Mr. Rod Henry dated 6/15/83 that provisions of FHPM 7-5-1 have been complied with.									
14. DATE 6/22/83		15. SIGNATURE OF APPROVING OFFICIAL 							
16. TITLE for Division Administrator		REFER TO POTTER FOR							

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

RECEIVED STATE HWY ENGR							
JUL 5 '83							
REFER TO POTTER FOR							
Inv	Inv	R/A	D/R	Sig	Act	File	



ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

June 17, 1983

Steve MacNab
Highway Division
Specifications Engineer
Transportation Building
Salem, Oregon 97310

Re: Preliminary Special Provisions
Yergen Road, CR 96
Case Rd.-French Prairie Section

Dear Mr. MacNab:

Per your request we phoned our comments to Justin Vincent on June 14, 1983. We had five concerns, all but one of which seems to have been resolved. Listed below are our concerns and our understanding of their resolution.

1. Authority of Consultant. We do not have a consultant agreement with ODOT for this project. The construction-finance agreement that we have with ODOT for this project (No. 7768) states the County will provide the project manager services for administration of the contract. Art Brummitt assured us this is the language the State uses in all Special Provisions where they are not doing the construction engineering. We expect to work with you on future projects to revise this language.
2. Sec. 102.19 - The date on the plans as we submitted them was June, 1983. Justin said the plan sheet would be revised to agree with the specials.
3. Sec. 304.12 - The plans call for 3/4"-0 aggregate base. Even though the majority of the aggregate is base since we only have the one bid item and we want 3/4"-0 for shoulders, we called for 3/4"-0 base. Justin checked with surfacing design and they OK'd our request for 3/4"-0 aggregate base.

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
JUN 20 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

Letter to: Steve MacNab
From: Robert J. Hansen
Re: Preliminary Special Provisions
Yergen Road, CR 96
Case Road-French Prairie Section

June 17, 1983
Page 2

4. Sec. 403.11 - Our draft of the specials called for commercial mix asphalt concrete Class "B" with a minimum 6% asphalt content meeting general gradation specs. Art agreed to change back to the commercial mix spec. which allows using a current approved State mix design.
5. Sec. 403.48 - The rideability spec. we suggested was not used. We understand some of the reasoning for this and will agree to using the twelve foot rolling straight edge. The County expects that a rideability specification using a profilograph can be developed within the next 12 months and will conduct tests this summer to develop such a specification.

In summary, there was only one concern that wasn't resolved to our satisfaction, and that relates to our authority to administer the contract. The scheduling for this project does not allow us time to work this one out. We expect that this issue can be resolved before the specials are written for our next Federal Aid Project. Your timely assistance in working with us to get this job to contract is appreciated.

Sincerely,

Robert J. Hansen
Robert J. Hansen
Director of Public Works

BM:rw
cc: Phil Stearns
Don Harwell ✓
C/83/#3

1683
OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 524
Marion Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. PS-A599(2) Prefix 524-1991

Project Name Case Rd. - French Prairie Rd

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

- ☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

- ☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

- ☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

- ☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

- ☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 15TH day of June, 1983

County of Marion

For W. J. Hansen County Engineer

County Judge/Chairman

Certified By:

Rigil Wilson
Regional Right-of-Way Supervisor

Date 6/15/83

Commissioner

Commissioner

Instructions: Complete A or B and C.

R/W File No. _____

Rev. 1/81

Section FRENCH PRAIRIE RD. - CASE RD. Programming Estimate \$ 140,000
Highway Yergen Road FAS AS?? Proj Length 1.65 miles
County Marion Completion Time 60 Calendar days
Kind of Work Paving And Guardrail Est. Comp. Date 10-13-83
Prefix 524-1991-921 Letting Date JULY 14, 1983 Project No. RS-AS?? (3)

Rev. 6-14-83
Aggr. Size
Asph. Type

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount \$ 305,660⁰⁰

Anticipated Additional Items:

Royalty Payment	_____
Permit Fees	_____
Slide Correction	_____
Railroad Protective Costs	_____
Other Railroad Costs	_____
Permanent Signing	_____
Permanent Pavement Striping	<u>2200⁰⁰</u>
Temporary Pavement Striping	_____
Remove Pavement Striping (Exist. & Temp.)	_____
Temporary Erosion Control	_____
State Furnished	_____
Roadside Seeding & Mulching	_____
Asphalt Cement Adjustment	_____
On the Job Trainees (\$0.80 x _____ hrs.)	_____
State Responsibility for Damages	_____
Signal Controller Testing	_____
"OPTICOM" Testing	_____
Bikeway Signs	_____
Bikeway Striping & Legend	_____

Revised

\$ 2200⁰⁰

Adjust Utilities:

Subtotal \$ 307,860⁰⁰

13,853⁷⁰

Contingencies (4-1/2%)

Engineering (% 9, 10%)

Subtotal

\$

27,707⁴⁰

Credit for _____

Estimated Net Authorization, Construction \$

APPROVED _____

349,421¹⁰

Road Design Engineer

Rev. 11/81

**HIGHWAY DIVISION**

734-1736 (8-81)

Section FRENCH PRAIRIE RD. - CASE RD. Programming Estimate \$ 140,000
 Highway Yergen Road FAS A599 Proj Length 1.65 Miles
 County Marion Completion Time 60 Calendar days
 Kind of Work Paving And Guardrail Est. Comp. Date 10-13-83
 Prefix 524-1991-921 Letting Date JULY 14, 1983 Project No. RS-A599 (3)

Rev. 6-14-83
 Aggr. Size
 Asphalt Type

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount \$ 305,660⁰⁰

Anticipated Additional Items:

- Royalty Payment
- Permit Fees
- Slide Correction
- Railroad Protective Costs
- Other Railroad Costs
- Permanent Signing
- Permanent Pavement Striping 2200⁰⁰
- Temporary Pavement Striping
- Remove Pavement Striping (Exist. & Temp.)
- Temporary Erosion Control
- State Furnished
- Roadside Seeding & Mulching
- Asphalt Cement Adjustment
- On the Job Trainees (\$0.80 x hrs.)
- State Responsibility for Damages
- Signal Controller Testing
- "OPTICOM" Testing
- Bikeway Signs
- Bikeway Striping & Legend
- _____
- _____
- _____
- _____
- _____
- Adjust Utilities:
- _____
- _____

Revised

\$ 2200⁰⁰

Subtotal \$ 307,860⁰⁰

Contingencies (4-1/2%) 13,853⁷⁰

Engineering (8, 9, 10%) 27,707⁴⁰
 Subtotal \$

Credit for _____

Estimated Net Authorization, Construction \$

APPROVED

\$ 349,421¹⁰

Road Design Engineer

SUMMARY - BID SCHEDULE - COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION



Section		County		Sheet of		
FRENCH PRAIRIE RD. - CASE RD.		MORION		1		
Kind of Work		Length	Date	Name		
Paving And Guardrail		1.65 miles	6-9-83	Vincent		
No.	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Mobilization		All	All	—	15,000 ⁰⁰
2.	Temporary Protection & Direction of Traffic		All	All	—	2000 ⁰⁰
3.	Temporary Signs		Sq. Ft.	220	6 ⁰⁰	1320 ⁰⁰
4.	Temporary Barricades		Each	3	60 ⁰⁰	180 ⁰⁰
5.	Flagmen		Hour	40	10 ⁰⁰	400 ⁰⁰
ROADWORK						
6.	3/4"-0 Aggregate Base		Ton	17,070	6 ⁰⁰	102,420 ⁰⁰
7.	Class "B" Asphalt Concrete		Ton	5540	25 ⁵⁰	141,270 ⁰⁰
8.	Extra For Asphalt Approaches		Each	10	150 ⁰⁰	1500 ⁰⁰
9.	Guard Rail, Type 2A		Lin. Ft.	3763	10 ⁰⁰	37,630 ⁰⁰
10.	Guard Rail Anchors, Type 1		Each	7	300 ⁰⁰	2100 ⁰⁰
11.	Guard Rail Anchors, Type 2		Each	3	350 ⁰⁰	1050 ⁰⁰
12.	Guard Rail End Pieces, Type B		Each	3	65 ⁰⁰	195 ⁰⁰
13.	Guard Rail End Pieces, Type C		Each	7	85 ⁰⁰	595 ⁰⁰

Section FRENCH PRAIRIE RD. - CASE RD. Programming Estimate \$ 114,000
 Highway Verger Road FAS A599 Project Length 1.65 Miles
 County Marion Completion Time 60 Calendar days
 Kind of Work Paving And Guardrail Est. Comp. Date 10-13-83
 Prefix 511-1771-721 Letting Date July 19, 1983 Project No. 25-A599 (3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount \$ 305,660⁰⁰

Anticipated Additional Items:

Royalty Payment	_____
Permit Fees	_____
Slide Correction	_____
Railroad Protective Costs	_____
Other Railroad Costs	_____
Permanent Signing	_____
Permanent Pavement Striping	<u>2200⁰⁰</u>
Temporary Pavement Striping	_____
Remove Pavement Striping (Exist. & Temp.)	_____
Temporary Erosion Control	_____
State Furnished	_____
Roadside Seeding & Mulching	_____
Asphalt Cement Adjustment	_____
On the Job Trainees (\$0.80 x _____ hrs.)	_____
State Responsibility for Damages	_____
Signal Controller Testing	_____
"OPTICOM" Testing	_____
Bikeway Signs	_____
Bikeway Striping & Legend	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
Adjust Utilities:	_____
_____	_____
_____	_____

*Sent to
Horn's
14 June 1983*

\$ 2200⁰⁰

Subtotal \$ 307,860⁰⁰

Contingencies (4-1/2%) 13,853⁷⁰

Engineering (8, 9, 10%) 27,707⁴⁰
 Subtotal \$ _____

Credit for _____

Estimated Net Authorization, Construction \$ _____

APPROVED

\$ 349,421¹⁰

Est. P.E. Costs
Est Project Cost

8,500.00
\$ 357,921.10

Road Design Engineer

County share of Costs 67.7 of 357,921.10 = 24,175.26
 Rev. 11/81



OREGON STATE

SUMMARY--BID SCHEDULE--COST ESTIMATE

HIGHWAY DIVISION



Section		County		Sheet of		
FRENCH PRAIRIE RD. - CASE RD.		MORION		1		
Kind of Work		Length	Date	Name		
Paving and Gravel		1.65 miles	5-9-83	Vincent		
No.	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Mobilization		All	All	-	15,000 ⁰⁰
2.	Temporary Protection & Direction of Traffic		All	All	-	2000 ⁰⁰
3.	Temporary Signs		Sq. Ft.	220	6 ⁰⁰	1320 ⁰⁰
4.	Temporary Barricades		Each	3	60 ⁰⁰	180 ⁰⁰
5.	Flagmen		Hour	40	10 ⁰⁰	400 ⁰⁰
<u>ROADWORK</u>						
6.	1"-0 Aggregate Base		Ton	17,070	6 ⁰⁰	102,420 ⁰⁰
7.	Class "B" or Class "C" Asphalt Concrete		Ton	5540	25 ⁵⁰	141,270 ⁰⁰
8.	Extra For Asphalt Approaches		Each	10	150 ⁰⁰	1500 ⁰⁰
9.	Guard Rail, Type 2A		Lin. Ft.	3763	10 ⁰⁰	37,630 ⁰⁰
10.	Guard Rail Anchors, Type 1		Each	7	300 ⁰⁰	2100 ⁰⁰
11.	Guard Rail Anchors, Type 2		Each	3	350 ⁰⁰	1050 ⁰⁰
12.	Guard Rail End Pieces, Type B		Each	3	65 ⁰⁰	195 ⁰⁰
13.	Guard Rail End Pieces, Type C		Each	7	85 ⁰⁰	595 ⁰⁰



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: June 8, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30031
Project No. RS-A599(3)
French Prairie Road-Case Road Sec.
Marion County

Attached support data consists of PR-1 form and project map.

It is the Oregon State Highway Division's present intention
to receive bids for the project on July 14, 1983.

JLG:bks

Attachments

cc: C.O. Fredrickson (Region 2)
H. Reynoldson w/att.
General Files

FORM PR-1
(REV. 4-81)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

June 8, 1983

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (119)	PROJECT LOCATION (45 typewriter spaces) (120) 21 Co. Rd., Approx. 4 mi NE of St. Paul, E	ADT 225 DHV 35	PRES 225 DHV 35	FUTURE ----- (170)(71) (72)	YEAR ----- (73)(74) (75)	REGION 10	STATE NAME Oregon	STATE CODE 41	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (119) 21 High Type Pavement	NATL. FOREST (120) 21 02 (03)	SA AREA (121) 21 02 (03)	SA CLAMP. (122) 21 02 (03)	EMERG. YR. (123) 21 02 (03)	PL. AUTHORITY (124) 21 02 (03)	PREFIX LETTER(S) RS-	PROJECT NUMBER A599	SEQ. NO. (3)	
CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Marion	ROUTE NO. S	FEDERAL-AID A599	STATE Co. Rd. *	U.S. ---	CODE 1047			
CARD 5	LINE NO. (114) 11 114191	WORK TYPE (115) 11 42	STEP (116) 11 43	TERMINI (Full description) "French Prairie Rd.- Case Rd. Sec."	MILES (154) (155) (156) 1.65	TOTAL ESTIMATED COST (157) (158) (159) 170,000	FEDERAL FUNDS (160) (161) (162) 89.15%	STATE FUNDS (163) (164) (165) 10,070	OTHER FUNDS (County) (166) (167) (168) 10,070	CH PR (169) ROW-80' Access Parking none.
CARD 1	CODE 1	PREPARED BY	JLG	PROJECT TOTALS	1.65	170,000	149,860	10,070	10,070	
1	14	PROGRAM APPROVAL DATES 12-7-82				REMARKS Additional Data: Item No's. OS-16, 901 Project No's. OS-2400(1), RS-A599(1) & respectively.				

* Yergen & McKay Rds.

5241991

-OVER-

UNCOMM

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

NO.		FORM PR-1 (REV. 4-61)		June 8, 1983	
PROJECT LOCATION (45 typewriter spaces)				ADT	
Co. Rd., Approx. 4 mi NE of St. Paul, E				225 DHV 35	
PROPOSED WORK (35 typewriter spaces)		NATL. FOREST		SUPV. ACCT.	
Pavement		62 (62)		62 (62)	
F.H. ROUTE NO.		62 (62)		62 (62)	
FUTURE		EMERG. YR.		PL. AUTH YR.	
-----		(70) (71) (72)		(70) (71) (72)	
REGION		STATE NAME		STATE CODE	
10		Oregon		41	
PREFIX LETTER(S)		PROJECT NUMBER		ITEM NO.	
RS-		A599		075 30031	
SEQ. NO.		U.S. DEPT. OF COMMERCE		BUREAU OF PUBLIC ROADS	
(3)		U.S. DEPT. OF COMMERCE		BUREAU OF PUBLIC ROADS	
COUNTY NAME		ROUTE NO.		FEDERAL-AID	
Marion		S		A599	
AREA		STATE		Co. Rd. *	
Rural Secondary		U.S.		-----	
ESTIMATED PROJECT COST BY PHASES		U.S.		-----	
TOTAL ESTIMATED COST		FEDERAL FUNDS		OTHER FUNDS	
170,000		83.15%		(County)	
MILES		TERMINI		CHARACTER OF PROPOSED WORK	
1.65		(Full description)		(Full description)	
PE		STEP		ROW-80' min.;	
ROW		TYPE		Access Control-none;	
CONST		I000		Parking Restrictions-	
FEDERAL FUNDS		STATE FUNDS		none.	
149,860		10,070			
PROJECT TOTALS		JLG			
170,000		10,070			
REMARKS		12-7-82			
* Yergen & McKay Rds.					
Additional Data: Item No's. OS-16, 90120 & 30031;					
Project No's. OS-2400(1), RS-A599(1) & (2)					
respectively.					
-over					

Project Data: The project consists of high-type pavement and shoulder aggregate to provide two 12-foot travel lanes with 4-foot shoulders and incidental work common to this type of project.

Note -- County to perform construction engineering with review by State forces.

Maintenance and Accommodation of Utilities: A State-County agreement No. 7768 complying with Section 116, Title 23 USC and paragraph 6d(1) of PP1 30-4.1 (FHP1 6-6-3-2) respectively, was executed November 17, 1982.

Note: Project is in Congressional District No. 5.

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

MAY 1983

PAGE 945

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
524 1953	926	00	P 1				1,136.82
524 1953	926	00	N 1				297.73
524 1953	927	00	P 1				2,565.67
	TOT		P 1			1,000.71CR	35,301.31
	TOT		N 1				302.75
	** JOB TOTALS **				**	1,000.71CR**	35,604.06 **

CASE RD- FRENCH PRAIRIE	CONT NO	FA PROJ NOS RS	AS590002 100	STATE
	524	1991	296	311.06CR
	524	1991	298	311.06
	524	1991	901	51.25
	524	1991	918	5.07
	524	1991	920	116.38
	524	1991	933	224.23
		TOT	P 1	396.93
		TOT	N 1	396.93 **
	** JOB TOTALS **			

WILLOW CR BR B 560	CONT NO	0000 * FA PROJ NOS RS	B5600001 100	STATE
	525	1966	296	12,819.10CR
	525	1966	297	674.18
	525	1966	298	12,144.92
	525	1966	901	3,804.37
	525	1966	901	16.50
	525	1966	905	1,675.71
	525	1966	906	25.56
	525	1966	907	64.15
	525	1966	910	108.96
	525	1966	911	82.12
	525	1966	913	107.88
	525	1966	918	2,218.80
	525	1966	920	103.30
	525	1966	921	635.19
	525	1966	922	74.65
	525	1966	923	76.62
	525	1966	926	2,150.94
	525	1966	927	2,644.62
		TOT	P 1	13,772.87
		TOT	N 1	16.50
	** JOB TOTALS **		**	13,789.37 **

EIGHTMILE CR BR B 560	CONT NO	0000 * FA PROJ NOS RS	B5600002 100	STATE
	525	1967	296	11,102.31CR
	525	1967	297	745.62
	525	1967	298	10,356.69
	525	1967	901	2,735.74
	525	1967	901	241.74

5-83

7683

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: <u>Case Road - French Prairie Road</u>	Date <u>May 25, 1983</u>
Highway: <u>Yergen & McKay Roads FAS A599</u>	Twenty Year Traffic Coefficient <u>8.1</u>
County: <u>Marion</u>	18 kip s.a. per day <u>60</u>
Prefix: <u>524-1991</u>	R Value <u>10</u>
Project Manager: <u>Marion County</u>	Frost Penetration <u>---</u>
	CBE Total Requirement <u>26.0"</u>

STRUCTURAL SECTION
NEW WORK

<u>ACTUAL THICKNESS</u>	<u>COMPONENT</u>	<u>CREDIT</u>
1.5"	A.C. (Final Stage)	3.0"
4.0"	A.C. Wearing Surface and Base - Class "B" or "C"	8.0"
7.0" Minimum	Aggregate Base (1"-0)	7.0"
<u>(9.0")</u>	Aggregate Base-Existing	<u>9.0"</u>
21.5"		27.0"

1.0" Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0" Cement Treated Base	=	1.8" Aggregate Base
1.0" Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base	=	2.0" Aggregate Base
1.0" Oil Mat	=	1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0" Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

PROGRAM SECTION
MANAGER _____ PROJECT UNIT 9
MAY 26 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____



STATE OF OREGON

INTEROFFICE MEMO

Reynoldson

File 524-1991

TO: Frank E. Terpin, P.E.
Location Engineer

FROM: *Don Thurston*
Don Thurston
Region Location Supervisor

SUBJECT: Case Rd - French Prairie Rd Sec
Yergen Rd (FAS 599)
Marion County
Prefix 524-1991

DATE: May 12, 1983

Attached for review and forwarding is the following data submitted by Marion County.

7 sheets (1-7) Federal Aid Plan Sheets (mylar)
1 pad Special Provisions & Specifications
1 copy Letter of Transmittal from County

As stated in the County's letter, they would like to advance the project for a July 14, 1983 bid opening.

The following corrections were made by this office in consultation with the County:

- 1) Changed wording on p.31 Special Provisions to agree with the 4" paving thickness shown on the typical section.
- 2) Plan Sheet 5:
Changed Note 3 to (Type 2A),
Sta 137+50 Lt add radius on guardrail at Rd Approach.

DT:sr
Encl

cc: Robert Hansen, Marion Co
C.O. Fredrickson

*to File (Design)
5-18-83*



ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

May 11, 1983

Don Thurston
Region II Location Engineer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

RE: Submittal of Plans and
Specifications for County
Road 96, Yergen Rd.- French
Prairie Rd. Section FAC-S

Dear Mr. Thurston:

Attached is the original mylar plans and a copy of the Special Provisions and Supplemental Standard Specifications for Highway Construction for paving County Road 96, Yergen Road-Case Road-French Prairie Road Section. Please review these and forward them to the appropriate personnel for programming.

This project is a fairly straight-forward paving and guardrail project. We have a strong desire to complete this project this construction season. We hope that Oregon Department of Transportation will be able to complete its review such that the bids could be opened on July 14, 1983.

Please call Byron Meadows or myself if there are any questions on either the plans or the specifications. We will do whatever we can to speed this project to contract.

Sincerely,

Robert J. Hansen
Director of Public Works

BM:cg

cc: Frank Terpin ✓
Phil Stearns

Enclosures

IPWD LCC
5-11-83

to City Co 5-11-83

to Bike Eng'r 5-12-83

NOTED
J. GRASSMAN

To Final Design
5-12-83



STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

FROM: *for* Robert N. Bothman
Assistant State Highway Engineer

DATE: March 22, 1983

SUBJECT: FAS-C Project
Case Rd.-French Prairie Road Section
Yergen and McKay Road FAS-A599
Marion County

Marion County is requesting a surfacing and guardrail project on the Case Road-French Prairie Road Section on FAS-A599. The roadway is to have 2-12' AC travel lanes and 4' gravel shoulders. Guardrail is to be installed at appropriate places. Subgrade and base were done by State Construct No. 8920. Engineering by County. PE was approved by OTC on the 23rd day of September, 1982.

<u>JURISDICTION</u>	<u>SECTION</u>	<u>TOTAL FUNDS</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>	<u>COUNTY FUNDS</u>
Marion County	Case Road-French Prairie Road Section Yergen and McKay Roads FAS-A599, Construction	\$200,000	\$176,000	\$12,000	\$12,000

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

*orig. to Harrison
14 to Potter
3-22*

APPROVED BY:

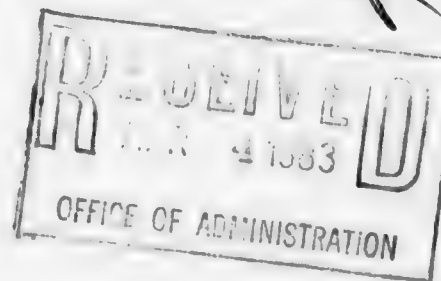
E. S. Hunter
State Highway Engineer

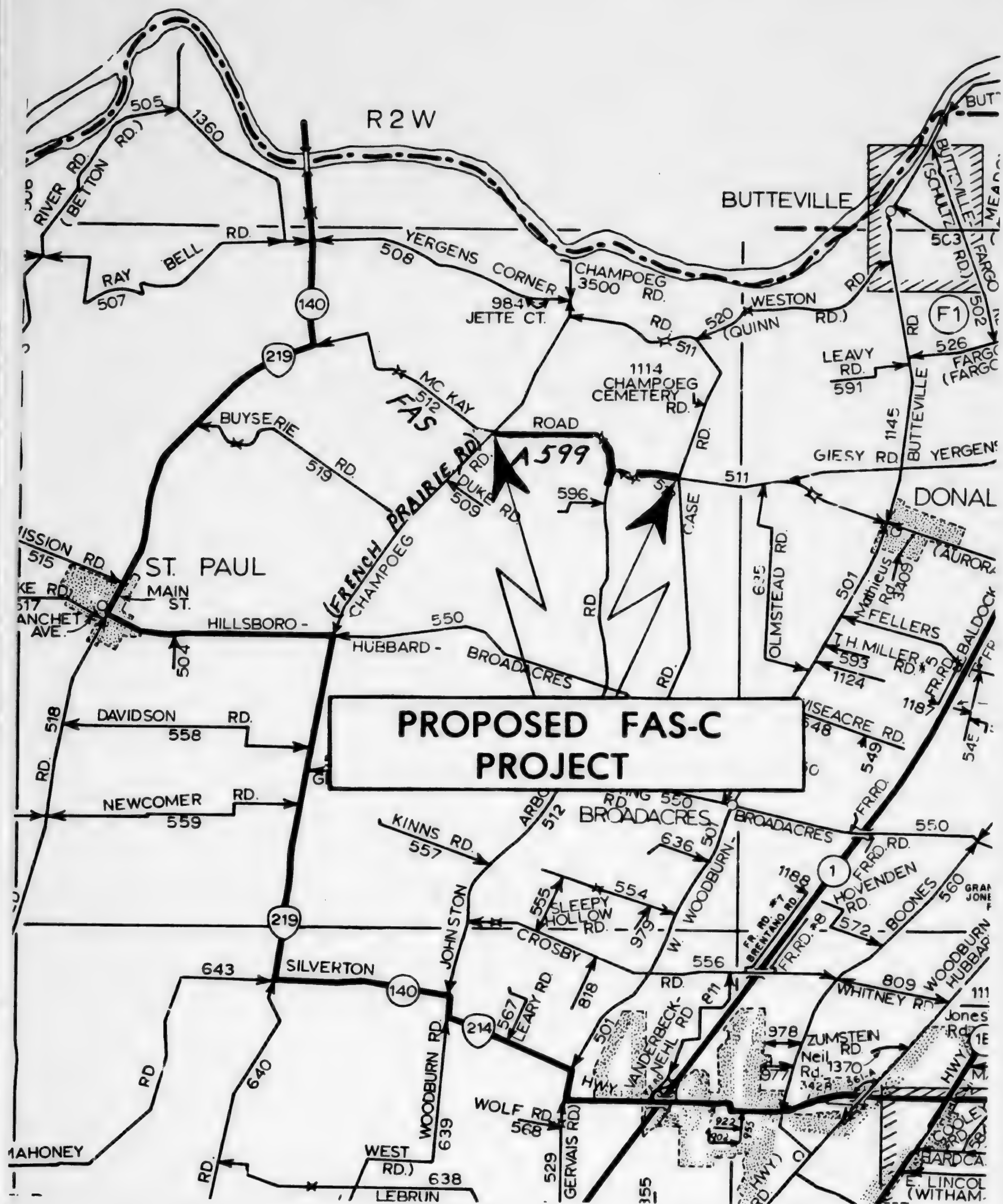
D. E. Swan - Please Program & Update PMS.
Fred Miller

L. W. Rulien
Robert H. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
Cam Gilmore
C. T. Keasey
George Bell
J. H. Versteeg
L. E. George

Date 3-24-83
F. E. Terpin
W. J. Hart
Roger Trygstad
Don Adams
J. Sullivan
John Scofield
George Wills
Phil Lewellyn
Don Aman
Region 2:
C. O. Fredrickson
Phil Stearns
Virgil Wilson

L. W. RULIEN







Department of Transportation
HIGHWAY DIVISION

Region 2

2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 6, 1983

Robert Hansen
Director of Public Works
300 Senator Building
220 High St. N.E.
Salem, Oregon 97301

SUBJECT: Case Road-French Prairie Road Section
Yergen and McKay Road

This is to advise the Highway Division has received authorization from the Federal Highway Administration for preliminary engineering on subject project.

County forces may proceed with the work. Don Thurston will act as liaison for design. Your billings may be submitted to me for processing.

Copies of the Authority for Survey and the Federal Authorization are attached for your information.

P
Phillip O. Stearns
Region Federal Aid Specialist

cc: D. E. Swan
D. Thurston

POS/jms

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☒
SHM ☐ MJK ☐ DNH ☐

JAN 7 1983

REFERRED TO _____
FOR _____

FILE: PM FA LG.

9685 U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		1. FEDERAL-AID PROJECT NO. RS-A599(2)																																										
LETTER OF APPROVAL AND/OR AUTHORIZATION		2. STATE PROJECT NO. See below																																										
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 30031	2A. COUNTY NAME Marion																																										
6. TO Mr. H. S. Coulter State Highway Engineer State of Oregon Salem, Oregon																																												
7. DATE AUTHORIZATION EFFECTIVE 12/13/82	8. FEDERAL ROUTE NUMBER Secondary A599	9. STATE ROUTE NUMBER County Road																																										
10. GENERAL LOCATION: Case Road - French Prairie Road Section																																												
11. GENERAL DESCRIPTION OF WORK Preliminary Engineering																																												
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; margin-top: 10px;"> <tr> <td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td> <td>☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td> </tr> <tr> <td>☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC \$8,500 - F.F. \$7,492</td> <td>☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS</td> </tr> <tr> <td>☐ ACQUISITION OF RIGHT-OF-WAY</td> <td>☐ OTHER (Specify)</td> </tr> </table>			☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC \$8,500 - F.F. \$7,492	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS	☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER (Specify)																																				
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13. REMARKS As requested by Mr. Swan's PEA dated 12/1/82.																																												
<table border="1" style="margin: 10px auto; border-collapse: collapse;"> <tr> <td colspan="7" style="text-align: center;">RECEIVED STATE HWY ENGR</td> </tr> <tr> <td colspan="7" style="text-align: center;">DEC 20 '82</td> </tr> <tr> <td colspan="7" style="text-align: center;">REFER TO <i>Michael...</i></td> </tr> <tr> <td colspan="7" style="text-align: center;">FOR</td> </tr> <tr> <td style="text-align: center;">Info</td> <td style="text-align: center;">Inves</td> <td style="text-align: center;">R/D</td> <td style="text-align: center;">D/R</td> <td style="text-align: center;">Sign</td> <td style="text-align: center;">Act</td> <td style="text-align: center;">File</td> </tr> <tr> <td style="height: 20px;"></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			RECEIVED STATE HWY ENGR							DEC 20 '82							REFER TO <i>Michael...</i>							FOR							Info	Inves	R/D	D/R	Sign	Act	File							
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FOR																																												
Info	Inves	R/D	D/R	Sign	Act	File																																						
14. DATE 12/13/82	15. SIGNATURE OF APPROVING OFFICIAL 	16. TITLE for Division Administrator																																										

T0: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301		OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION																					
PROJECT LOCATION Co. Rd. Approx. 4 mi. N.R. of St. Paul "Case Rd.-French Prairie Rd. Sec."		APPN CODE 075	ITEM NO. 30031	PROJECT NO. RS-A599(2)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: center;">ROUTE NO.</th> </tr> <tr> <td style="width: 50%; text-align: center;">FED. S A599</td> <td style="width: 50%; text-align: center;">STATE Co. Rd.</td> </tr> </table>	ROUTE NO.		FED. S A599	STATE Co. Rd.														
ROUTE NO.																							
FED. S A599	STATE Co. Rd.																						
Access Control <u>None</u> Parking Restrictions <u>None</u> System Revision <u>None</u> Airports (within 2 Mi.) <u>None</u> ROW <u>80' normal</u> Water Development <u>None</u> Recreation & Historical Areas <u>None</u> Marion (047)																							
A-95 Review: State Cl. Ho. Exempt <u>X</u> Date Approved _____ Dist. <u> </u> Cl. Ho. Exempt <u>X</u> Date Approved _____ No Reply _____ Project Environmental Assessment: FHWA Concurrence Dated <u>2-25-80</u> Statewide 1-EIS <u> </u> 2-Categorical Exclusion <u>X</u> 3-Draft Assessment & FONSI <u> </u>																							
Notes: (1) Project in Congressional District <u>2</u> . (2) Previous projects: Item No. OS-16 & 90120; Project Nos. OS-2400(1) & RS-A599(1).																							
I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below: <table style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u> </u> Incl. Archeological Salvage <u> </u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work </td> <td style="width: 50%; vertical-align: top;"> Est. Proj. Cost: <table style="width: 100%;"> <tr> <td style="width: 10%;">88.15</td> <td style="width: 10%;">TEC NTE</td> <td style="width: 10%;">\$</td> <td style="width: 10%;">8,500</td> </tr> <tr> <td></td> <td>FF</td> <td>\$</td> <td>7,492</td> </tr> <tr> <td></td> <td>STATE</td> <td>\$</td> <td>504</td> </tr> <tr> <td></td> <td>Co.</td> <td>\$</td> <td>504</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____ </td> </tr> </table>						<u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u> </u> Incl. Archeological Salvage <u> </u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work	Est. Proj. Cost: <table style="width: 100%;"> <tr> <td style="width: 10%;">88.15</td> <td style="width: 10%;">TEC NTE</td> <td style="width: 10%;">\$</td> <td style="width: 10%;">8,500</td> </tr> <tr> <td></td> <td>FF</td> <td>\$</td> <td>7,492</td> </tr> <tr> <td></td> <td>STATE</td> <td>\$</td> <td>504</td> </tr> <tr> <td></td> <td>Co.</td> <td>\$</td> <td>504</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____	88.15	TEC NTE	\$	8,500		FF	\$	7,492		STATE	\$	504		Co.	\$	504
<u>X</u> All Phases <u> </u> All Phases thru Final Envir. Document <u> </u> Incl. Archeological Salvage <u> </u> " Util. Preparatory Work <u> </u> " R.R. Preparatory Work	Est. Proj. Cost: <table style="width: 100%;"> <tr> <td style="width: 10%;">88.15</td> <td style="width: 10%;">TEC NTE</td> <td style="width: 10%;">\$</td> <td style="width: 10%;">8,500</td> </tr> <tr> <td></td> <td>FF</td> <td>\$</td> <td>7,492</td> </tr> <tr> <td></td> <td>STATE</td> <td>\$</td> <td>504</td> </tr> <tr> <td></td> <td>Co.</td> <td>\$</td> <td>504</td> </tr> </table> For PR-37: Field Phase \$ _____ PS&E Phase \$ _____	88.15	TEC NTE	\$	8,500		FF	\$	7,492		STATE	\$	504		Co.	\$	504						
88.15	TEC NTE	\$	8,500																				
	FF	\$	7,492																				
	STATE	\$	504																				
	Co.	\$	504																				
REMARKS: Attached is a copy of the Authority for Survey & project maps. CL:bks																							
DATE 12-1-82	SIGNATURE OF REQUESTING OFFICIAL D.E. SWAN, P.E.	TITLE Program Control Engineer																					

November 22, 1982

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

AGR 4-2

MISC. CONTRACTS and
AGREEMENTS No. 7268

Attention: Edwin P. Morgan
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of a
FAS-C Project Agreement to surface the roadway and install
guardrail on the Cass Road-French Prairie Section of Yergen
and McKay Roads.

We are retaining a fully executed copy of this agreement
for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

¹
Attachment

bc: Don Harwell



PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION

REGION

Case Rd. - French Prairie Rd.
Yergen & McKay Rd

2

SURVEY AUTHORITY

FAS A599

AUTHORIZATION NO.

PREFIX

DATE

1

524-1991

10-26-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	\$	\$ 200	915 AUDITS	\$	\$	933 SURFACE DESIGN	\$	\$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		3,800	918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

TOTALS \$ 8,500 \$ 8,500

PREVIOUS AUTHORIZATION \$

FEDERAL AID PROJECT NUMBER

RS-A599(2)

ADD. AUTH. REQUIRED \$

LOCATION ENGINEER'S REMARKS

On the existing Yergen and McKay Roads beginning a Case Rd on the east and ending at French Prairie Rd. on the East. Length is 1.7 miles. Also included is about 200' of the reconstruction approach for Arbor Grove Rd.

Monitor engineering by County and award contract.

Approved by Hwy. Eng'r. 9/23/82 \$5,000 FAS-C.

PREPARED BY <i>Philip Lowell</i>	DATE <i>10-26-82</i>	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS <i>X [Signature]</i>	DATE <i>11/22/82</i>
RECOMMENDED, REGION ENGINEER <i>X</i>	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES <i>X [Signature]</i>	DATE <i>11-18-82</i>
RECOMMENDED, LOCATION ENGINEER <i>X [Signature]</i>	DATE <i>11/18/82</i>	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE <i>12-13-82</i>	

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

524-1991

1 - IDENTIFICATION

PROJECT NAME

Case Rd - French Prairie Rd Section

HIGHWAY NAME

Yergen and McKay Road

Co Rd #96

HIGHWAY NUMBER

FAS-A599

REGION

2

ADMINISTRATIVE DISTRICT

3

COUNTY

Marion

CITY

LENGTH

1.7 mi

MILEPOST NUMBER

TO

☒ RURAL

☐ URBAN

LOCAL GOVERNMENT PROJECT?

☒ YES

☐ NO

IF YES, UNIT OF GOVERNMENT

Marion County

TYPE OF FUNDS

☐ FAI

☐ FAP

☒ FAS

☐ STATE

☐ FAUS

☐ OTHER

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☐ GRADING

☒ PAVING

☐ STRUCTURE

☐ SIGN

☐ SIGNAL

☐ ILLUMINATION

☐ ROADSIDE IMPROVEMENT

☐ OTHER

PROJECT DESCRIPTION

This project is to pave 1.7 miles of Co Rd #96 (A599) which was graded under a FV80 FAS-C Project. The paving would also include paving about 200' of Co Rd 416 (Arbor Grove Rd) which was reconstructed to connect with the new grade. Guardrail is also to be included if funding permits.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

Co Est 200

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
		☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐
DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS					
55	AASHTO	☒ LIGHT ☐ MEDIUM ☐ HEAVY					

APPROVED

Location Engineer

Date 10/26/82

3 - FEATURES

EXISTING NUMBER AND WIDTH

PROPOSED NUMBER AND WIDTH

TRAVEL LANES	2(12') gravel	2(12')
SHOULDERS	Var 2(6-8) gravel	2(4')
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Use shoulders/other routes
INTERCHANGES	None	None
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream _____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☐	☒
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Aerial Telephone and Electric not affected

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	—
CORRIDOR APPROVAL	()	—
FIELD SURVEY	()	1
PRELIMINARY DESIGN	()	—
DESIGN APPROVAL/FINAL EIS	()	—
RIGHT-OF-WAY DESCRIPTIONS	()	—
RIGHT-OF-WAY ACQUISITION	()	—
P.S. & E. DOCUMENTS	()	3

RECOMMENDED CONSTRUCTION DATE

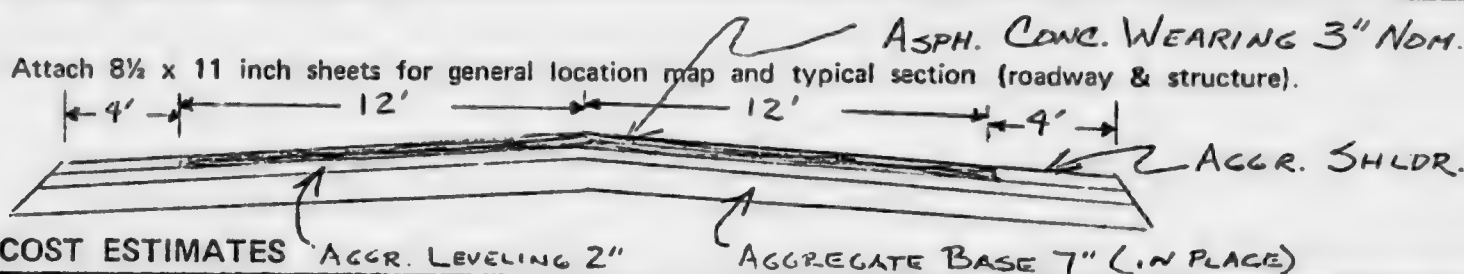
(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
AC Pavement	3"	
Aggregate Leveling Course	2"	
Aggregate Base (in place)	7"	

7 - TYPICAL SECTION AND LOCATION



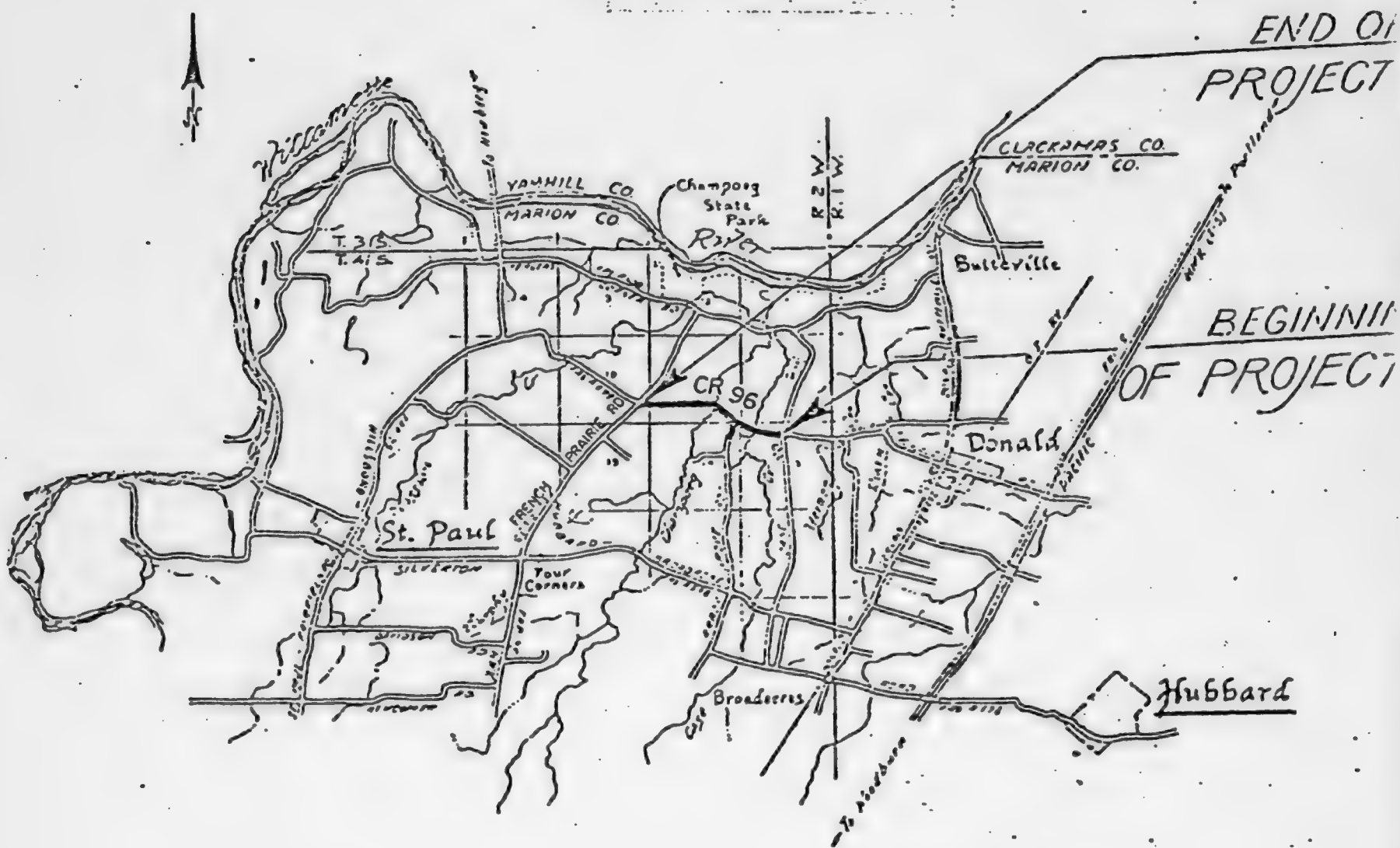
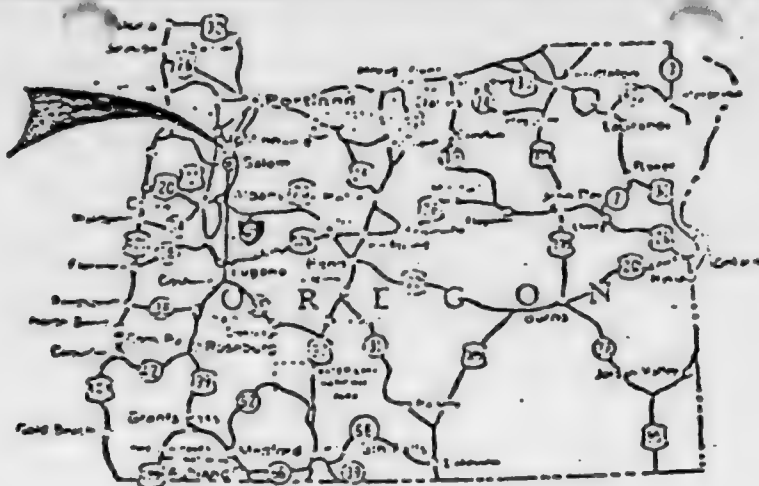
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	5,000	8.500
RIGHT OF WAY	--	
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	136,000	136.000
OTHER		
ENGINEERING & CONTINGENCIES	34,000	34.000
PROJECT TOTAL	175,000	178.500

SUBMITTED BY

Don Thrush

PROJECT



PROSPECTUS MAP

CASE RD - FRENCH PRAIRIE RD SECTION
YERGEN & MCKAY RD - CO RD #96
MARION COUNTY

7493



ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

November 3, 1982

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, OR 97310

RE: Yergen and McKay Road
Improvement, FAS-C A599

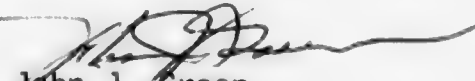
Dear Phil:

Attached for continuing OSHD action is the preliminary engineering and construction-finance agreement (in triplicate) covering the FAS-C project to improve the Case Road - French Prairie Road section of Yergen and McKay Roads, Marion County Road No. 96. In accordance with our telephone discussion, the first page of this agreement was retyped to correct the section designation to French Prairie Road.

Attached agreement was approved by the Marion County Board of Commissioners in their regular meeting of October 27, 1982. Please return a fully-executed copy for Marion County records when available.

Please advise when any further Marion County action on this project is required.

Sincerely,


John J. Green
Principal Engineer

JJG:cg

Attachment

cc: Dave Moehring

ADMINISTRATIVE SECTION
DHS [] DES []
SLM [] MKT [] DNH []
NOV 8 1982

REFERRED TO _____
FOR _____
FILE: PM FA LG.

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME

Case Rd - French Prairie Rd Section

HIGHWAY NAME

Yergen and McKay Road

Co Rd #96

HIGHWAY NUMBER

FAS-A599

REGION

2

ADMINISTRATIVE DISTRICT

3

COUNTY

Marion

CITY

LENGTH

1.7 mi

MILEPOST NUMBER

TO

☒ RURAL

☐ URBAN

LOCAL GOVERNMENT PROJECT?

☒ YES

☐ NO

IF YES, UNIT OF GOVERNMENT

Marion County

TYPE OF FUNDS

☐ FAI

☐ FAP

☒ FAS

☐ STATE

☐ FAUS

☐ OTHER

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☐ GRADING

☒ PAVING

☐ STRUCTURE

☐ SIGN

☐ SIGNAL

☐ ILLUMINATION

☐ ROADSIDE
IMPROVEMENT

☐ OTHER

PROJECT DESCRIPTION

This project is to pave 1.7 miles of Co Rd #96 (A599) which was graded under a FV80 FAS-C Project. The paving would also include paving about 200' of Co Rd 416 (Arbor Grove Rd) which was reconstructed to connect with the new grade. Guardrail is also to be included if funding permits.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

Co Est 200

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
		☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐
DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS					
55	AASHTO	☒ LIGHT ☐ MEDIUM ☐ HEAVY					

APPROVED

Location Engineer

Date 10/26/82

KEH
62

3 - FEATURES

EXISTING NUMBER AND WIDTH

PROPOSED NUMBER AND WIDTH

TRAVEL LANES	2 (12') gravel	2 (12')
SHOULDERS	Var 2 (6-8) gravel	2 (4')
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Use shoulders/other routes
INTERCHANGES	None	None
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River _____	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream _____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☐	☒
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

Y. NO MAYBE

YES NO MAYBE

Agreements (City-County Etc.) ☒ ☐ ☐

Environmental Assessment ☐ ☒ ☐

Statewide Assessment ☒ ☐ ☐

Negative Declaration ☐ ☒ ☐

Environmental Impact Statement ☐ ☒ ☐

4-F Statement ☐ ☒ ☐

Citizen Advisory Committee ☐ ☒ ☐

Public Hearing ☐ ☒ ☐

Borrow Source ☐ ☒ ☐

Material Source ☒ ☐ ☐

Utilities ☒ ☐ ☐

Hydraulics Study ☐ ☒ ☐

Soils Investigation ☒ ☐ ☐

Surfacing Design ☐ ☒ ☐

Airport Clearance ☐ ☒ ☐

Economic Analysis ☐ ☒ ☐

Requires Field Survey ☒ ☐ ☐

Old Survey Available ☒ ☐ ☐

Requires Vicinity Map ☐ ☒ ☐

Requires Photogrammetry ☐ ☒ ☐

Requires Reconnaissance Survey ☐ ☒ ☐

Reconnaissance Available ☐ ☒ ☐

Design Review ☐ ☒ ☐

Type Aerial Telephone and Electric not affected

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

FLOAT

ACTIVE

RECONNAISSANCE SURVEY	()	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	—
CORRIDOR APPROVAL	()	—
FIELD SURVEY	()	1
PRELIMINARY DESIGN	()	—
DESIGN APPROVAL/FINAL EIS	()	—
RIGHT-OF-WAY DESCRIPTIONS	()	—
RIGHT-OF-WAY ACQUISITION	()	—
P.S. & E. DOCUMENTS	()	3

RECOMMENDED CONSTRUCTION DATE

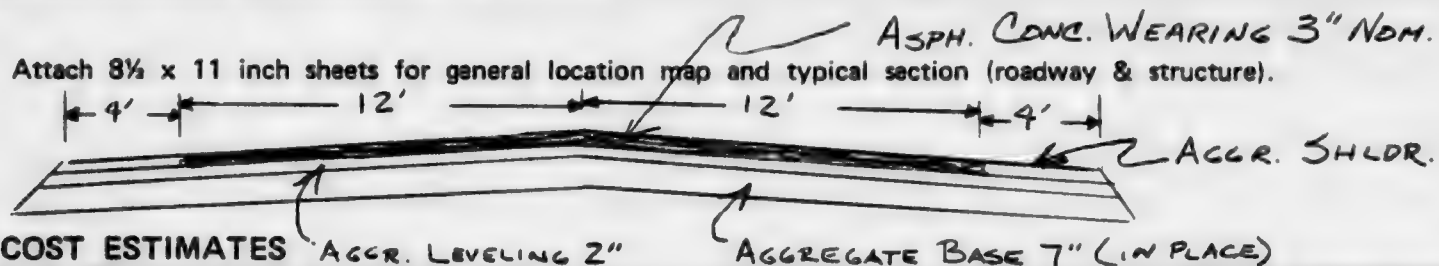
(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
AC Pavement	3"	
Aggregate Leveling Course	2"	
Aggregate Base (in place)	7"	

7 - TYPICAL SECTION AND LOCATION



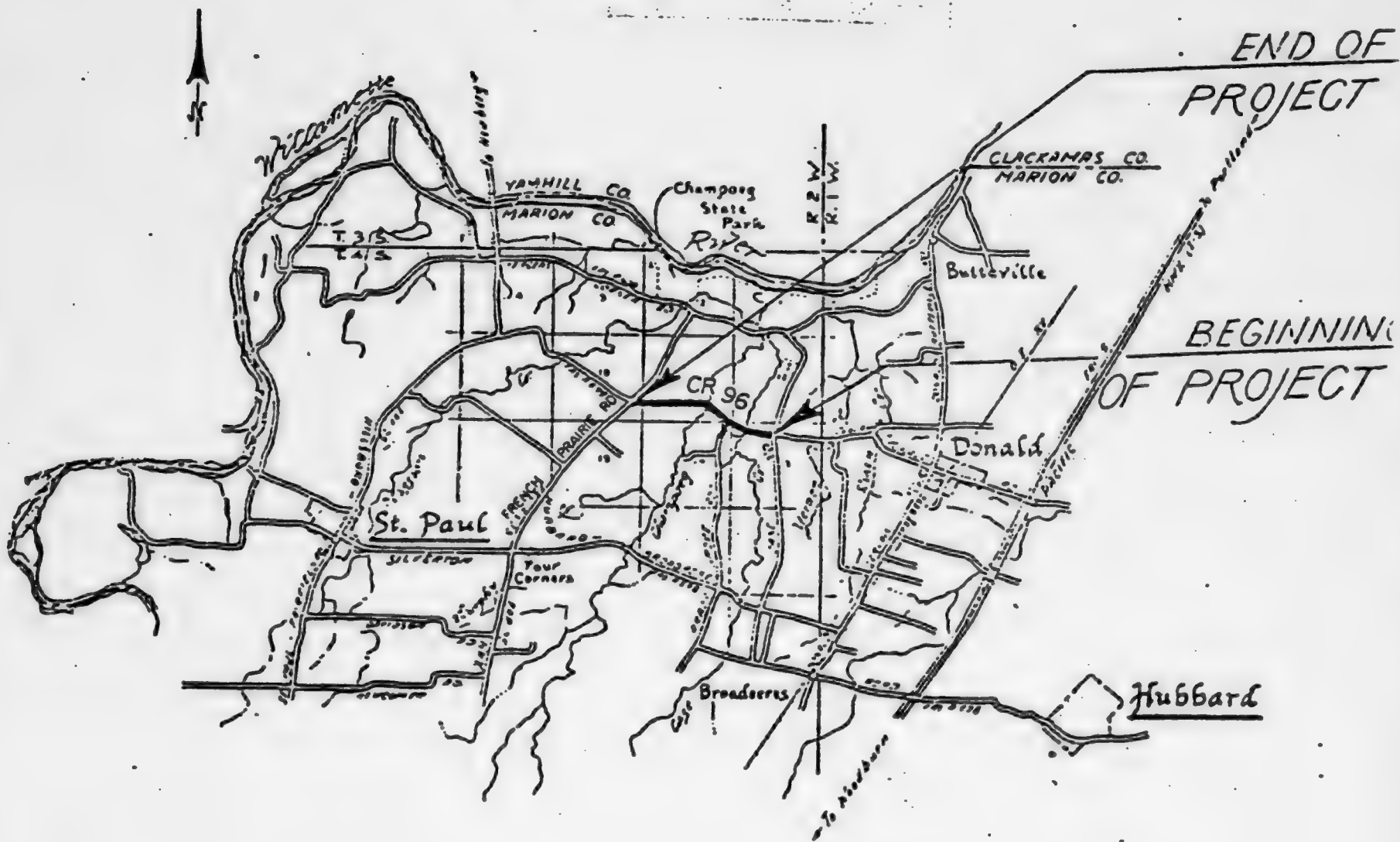
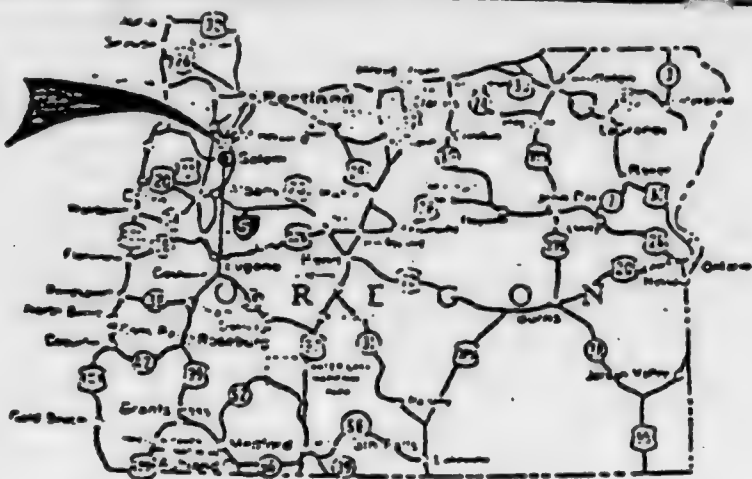
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	5,000	8.500
RIGHT OF WAY	--	
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	136,000	136.000
OTHER		
ENGINEERING & CONTINGENCIES	34,000	34.000
PROJECT TOTAL	175,000	178.500

SUBMITTED BY

[Signature]

PROJECT



PROSPECTUS MAP

CASE RD - FRENCH PRAIRIE RD SECTION
YERGEN & MCKAY RD - CO RD #96
MARION COUNTY



STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
A

TO: H. S. Coulter
State Highway Engineer

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: FAS-C Project
Case Rd.-French Prairie Road Section
Yergen and McKay Road FAS-A599
Marion County

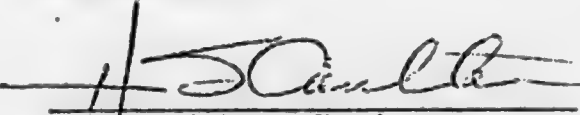
DATE: September 21, 1982

Marion County is requesting a surfacing and guardrail project on the Case Road-French Prairie Road Section on FAS-A599. The roadway is to have 2-12' AC travel lanes and 4' gravel shoulders. Guardrail is to be installed at appropriate places. Subgrade and base were done by State Contract No. 8920. Engineering by County.

<u>JURISDICTION</u>	<u>SECTION</u>	<u>TOTAL FUNDS</u>	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>	<u>COUNTY FUNDS</u>
Marion County	Case Road-French Prairie Road Section Yergen and McKay Roads FAS-A599, P.E. Only	\$5,000	\$4,400	\$300	\$300

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize the project under delegated authority.

APPROVED BY:

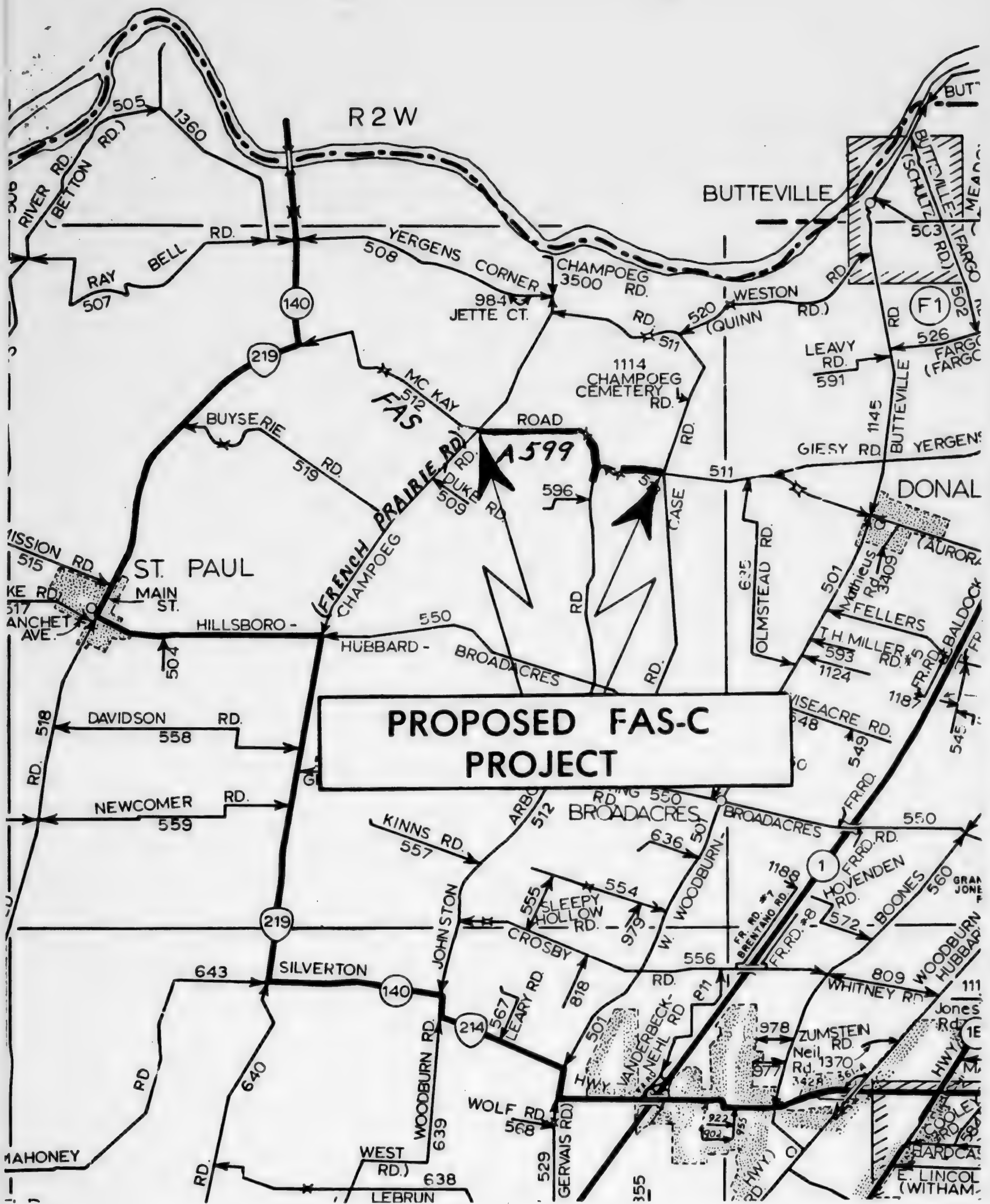

State Highway Engineer

Date 9/23/82

HR:df

D. E. Swan - Please Program & Update PMS.
Fred Miller
L. W. Rulien
R. N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
D. H. Moehring
C. T. Keasey
George Bell
J. H. Versteeg
L. E. George

F. E. Terpin
W. J. Hart
Roger Trygstad
Don Adams
J. Sullivan
John Scofield
George Wills
Phil Lewellyn
Frank Lowe
Region 2:
C. O. Fredrickson
Phil Stearns
Virgil Wilson



NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

1603
LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
September 13, 1982
PREFIX

1 - IDENTIFICATION

PROJECT NAME

Case Rd - French Prairie Rd Section

HIGHWAY NAME

Yergen and McKay Road

Co Rd #96

HIGHWAY NUMBER

FAS-A599

REGION

2

ADMINISTRATIVE DISTRICT

3

COUNTY

Marion

CITY

LENGTH

1.7 mi

MILEPOST NUMBER

TO

☒ RURAL

☐ URBAN

LOCAL GOVERNMENT PROJECT?

☒ YES

☐ NO

IF YES, UNIT OF GOVERNMENT

Marion County

TYPE OF FUNDS

☐ FAI

☐ FAP

☒ FAS

☐ STATE

☐ FAUS

☐ OTHER

METHOD OF CONSTRUCTION

☒ CONTRACT

☐ STATE FORCE

☐ OTHER

TYPE OF WORK

☐ GRADING

☒ PAVING

☐ STRUCTURE

☐ SIGN

☐ SIGNAL

☐ ILLUMINATION

☐ ROADSIDE
IMPROVEMENT

☐ OTHER

PROJECT DESCRIPTION

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2 - TRAFFIC DATA

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Co Est 200

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) :

LEVEL OF SERVICE	EXISTING	A	B	C	D	E	F
		☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐
DESIGN SPEED (MPH)	DESIGN STANDARDS		TRAFFIC ANALYSIS				
55	AASHTO		☒ LIGHT	☐ MEDIUM	☐ HEAVY		

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
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Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River _____	☐	☐	☐	Div. of State Lands	☐	☐	☐
Stream _____	☐	☐	☐	Dept. of Geology & Min. Ind.	☐	☐	☒
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☐	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Aerial Telephone and Electric not affected

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	()	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	()	
CORRIDOR APPROVAL	()	
FIELD SURVEY	()	
PRELIMINARY DESIGN	()	
DESIGN APPROVAL/FINAL EIS	()	
RIGHT-OF-WAY DESCRIPTIONS	()	
RIGHT-OF-WAY ACQUISITION	()	
P.S. & E. DOCUMENTS	()	

RECOMMENDED CONSTRUCTION DATE

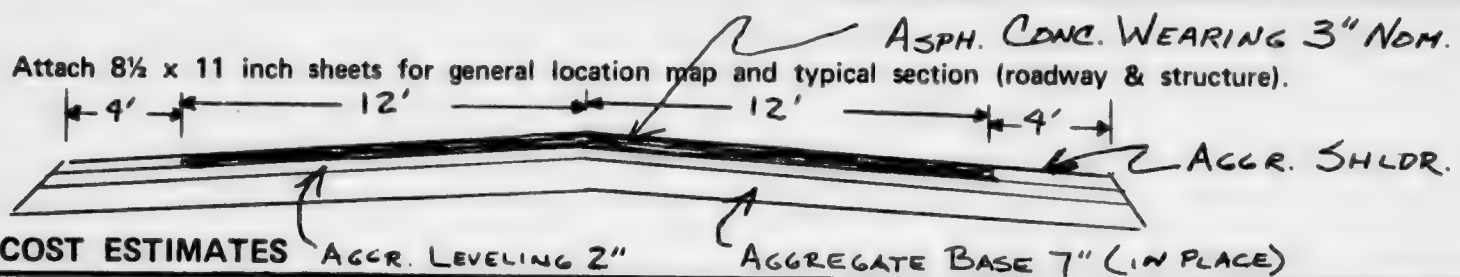
(Region)

(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
AC Pavement	3"	
Aggregate Leveling Course	2"	
Aggregate Base (in place)	7"	

7 - TYPICAL SECTION AND LOCATION



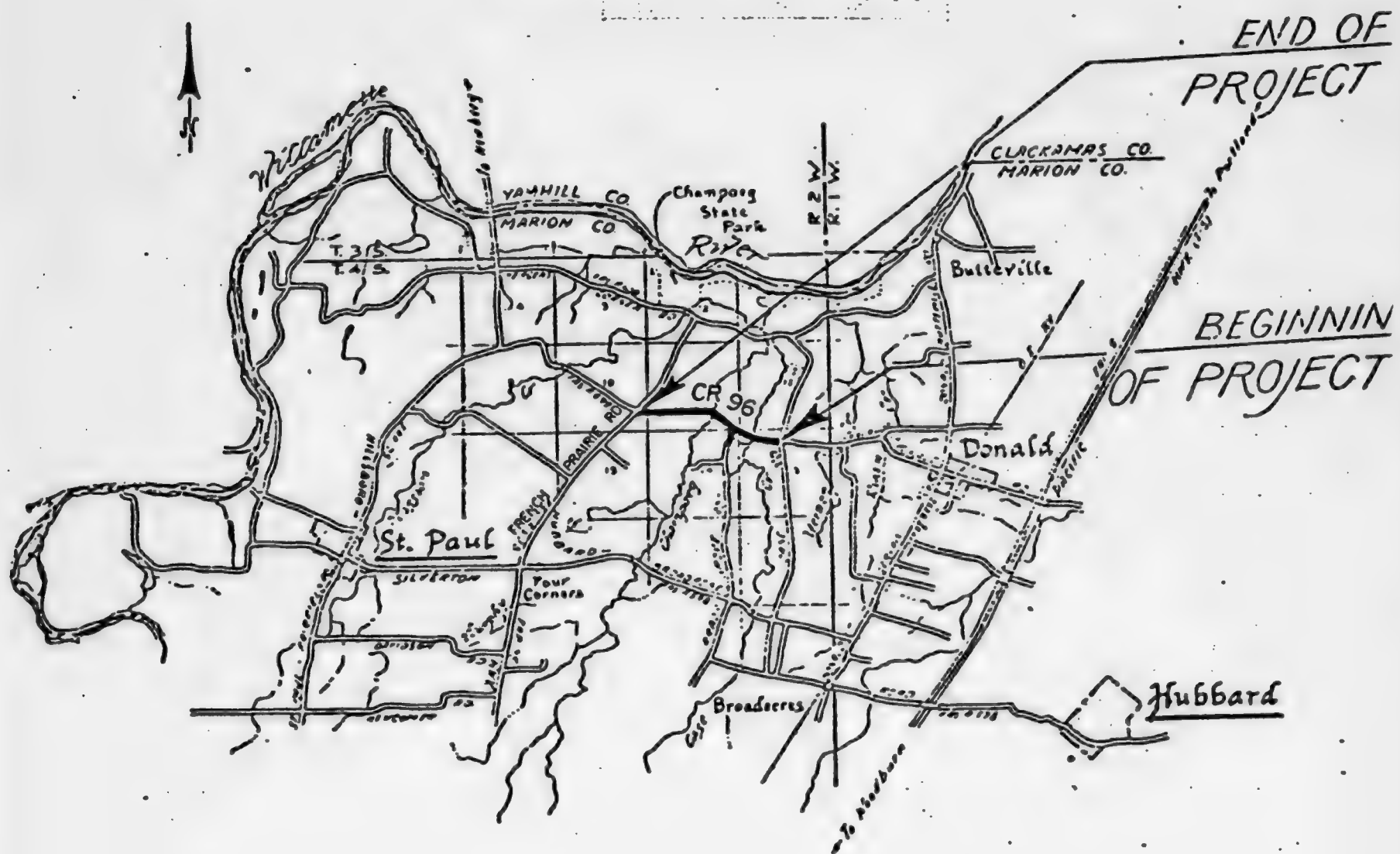
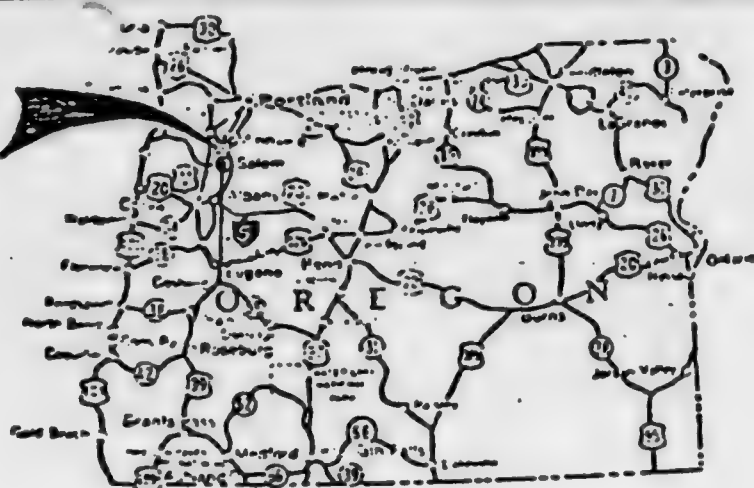
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	5,000	
RIGHT OF WAY	--	
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	136,000	
OTHER		
ENGINEERING & CONTINGENCIES	34,000	
PROJECT TOTAL	175,000	

SUBMITTED BY

Don Thumler

PROJECT



PROSPECTUS MAP

CASE RD - FRENCH PRAIRIE RD SECTION
YERGEN & MCKAY RD - CO RD #96
MARION COUNTY

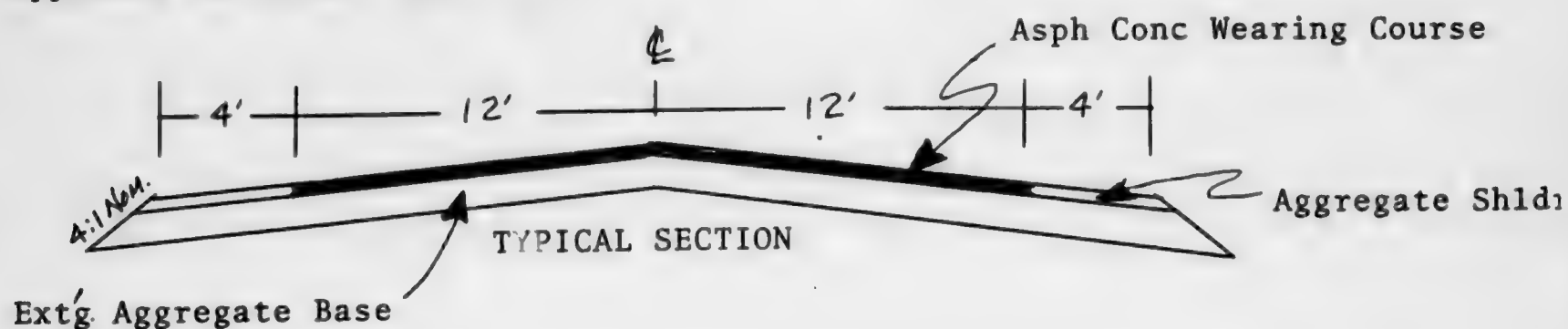
OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Case Rd - French Prairie Rd Date September 13, 1982
 Highway Yergen & McKay Rd Co Rd #96 (FAS A599) Authorization No. 1
 County Marion Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

The easterly terminus is Case Rd and the westerly terminus is French Prairie Rd. The route follows Yergen and McKay Rds (Co Rd #96) for about 1.7 miles. Also included is about 200' of the reconstructed approach for Arbor Grove Rd.



Purpose of survey:

Prepare Plans, Specifications and Cost Estimate for paving and guardrail contract.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey \$.....
 Previous authorization
 Additional authorization requested
 Additional authorization approved (Salem)
 Total all authorizations approved (Salem)

Requests made by:

Don Thumler
 Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer



ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

August 17, 1982

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon Dept. of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Marion County FAS-C Program

Dear Phil:

Attached for appropriate action is an application by Marion County to complete the improvement of that section of County Road 96 which was realigned and widened by means of an FY 80 FAS-C project. Design and Negative Declaration for this FY 80 project contemplated paving and guard rails, but these were omitted from the contract because of limitations on funds then available and to afford an opportunity for high fill sections to stabilize.

Subsequent to execution of the project application by the Board of Commissioners, a member of the County staff learned that there is a March 24, 1982 amendment to the State-AOC agreement limiting submittal of new project applications. This application covers completion of a prior project rather than a new project. All required right of way was obtained prior to the initial contract covering grading and rock base. As noted on the attached application, Marion County has a positive balance well above expected preliminary engineering costs for this project upon the allocation of FY 82 FAS funds.

It is requested that Marion County now be authorized to proceed with preliminary engineering to prepare this project for construction contract award early in calendar year 1983. At that time Congress will have acted on the FY 83 FAS program, and appropriate decisions may be made on funding of project construction.

Sincerely,

A handwritten signature in cursive script, appearing to read "Robert J. Hansen".

Robert J. Hansen
Director of Public Works

JJG:rw

cc: Board of Commissioners
Don Harwell
Forrest Jones

Attachment

FEDERAL AID PROJECT REQUEST

Date August 4, 1982

Applicant Agency Marion County

Request for: Off-System, FAS-C X, FAUS Project

Federal Aid Route No. A-599 Route Name Yergen and McKay Road, (CR 96)

Project Name Case Road - French Prairie Road Section

Project Length 9,700 feet

Project Location (Attach sketch map) 

Project Description Surface and install required guardrail on 8,700 feet of roadway reconstructed during 1979-80. Also surface the unpaved connecting section of CR 416, Arbor Grove Road. This section is about 1,000 feet long.

Average Daily Traffic 200

Design Speed 55 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32' Travel Lanes 24' Shoulders 4'

Medians No Parking Emergency, on shoulders

Sidewalks No

Remarks Roadway improved, not surfaced, by FY 80 FAS-C Project.

2. Desired Roadway Cross Section: (Attach sketch)

Width 32' Travel Lanes 24' Shoulders 4'

Medians No Parking Emergency, on shoulders

Curbed No Length Curb Radii N/A

Sidewalk/Bikeway No (Use shoulders)

Remarks Pave, re-grade shoulders, and add guardrail.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

Varies with

General Width side-slope Minimum 80' Maximum 170'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes X No

3. Will additional right-of-way be needed? Yes No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type _____

Phases _____

Type of Suspension _____

Interconnected _____

Remarks _____

3. Permanent Signing:

Include in project or by applicant? Existing - (Applicant to maintain)

4. Permanent Striping:

Include in project or by applicant? By applicant.

5. Project Signing:

Detour by: State X Local _____

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type _____

Remarks _____

V. STRUCTURE DATA

1. Existing Structure:

Location None

Section _____

T _____

R _____

Type _____

Bridge # _____

Approach Roadway Width _____

Shoulder Width _____

Length _____

Width _____

To remain in place? _____

Does local agency want existing structure? Yes _____ No _____

2. Proposed Structure:

Location None

Approximate Size: Length _____

Width _____

Are sidewalk/bikeways desired? No - use shoulders

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None known

Guardrail: Installed by State X by Local Government _____

Stock Pile Location, if Local Government installs _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X
 Name of Railroad _____
 Existing Crossing Protection _____
2. Will existing railroad crossing be altered? _____
 Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

- | | |
|-------------------------------|---|
| 1. <u>Citizen Involvement</u> | <u>Marion County Department of Public Works</u> |
| 2. <u>Environmental</u> | <u>Office</u> |
| 3. <u>Public Hearing</u> | <u>Office</u> |

Remarks Planning for the 1980 FAS-C project proposed subsequent paving.
Additional A-95 review may not be necessary. Citizen involvement now
consists of periodic requests to expedite paving the reconstructed roadway.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:
 Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant X State Consultant

3. Will applicant perform any work prior to or after award of contract?

Yes No X

If "yes", describe briefly: (See remarks below)

4. Applicant's estimate of cost for requested project:

Roadway Work	\$ 170,000
Right-of-Way costs (if participating)	0
Traffic Control	0
Illumination	0
Structures	0
Railroad	0
Other	0
Preliminary Engineering	5,000

PROJECT TOTAL \$ 175,000

Remarks: Upon the April 20, 1982 allocation of FAS-C funds by the Oregon Transportation Commission, Marion County had an uncommitted balance of \$72,000, including State and County match. In the event additional FAS-C funds are not made available in FY 83, Marion County proposes: 1) that guardrails be deleted from this project and installed by County forces and that other costs in excess of available Federal and State funds be funded 100% by Marion County, or (2) that an alternate project be developed to utilize the County's uncommitted balance without the County incurring additional expense. This decision will be made by the Board of Commissioners upon final determination of FY 83 FAS-C levels.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

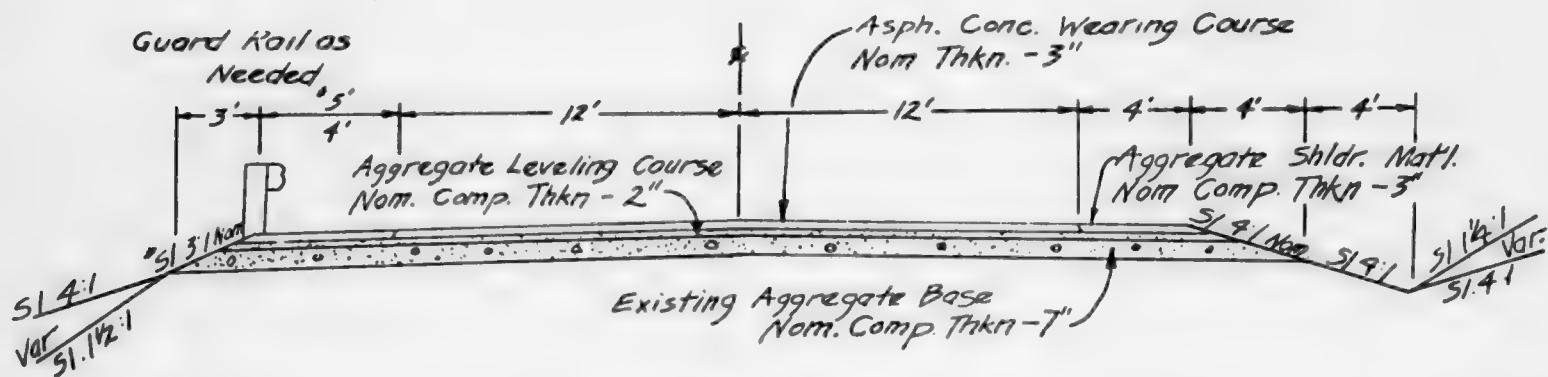
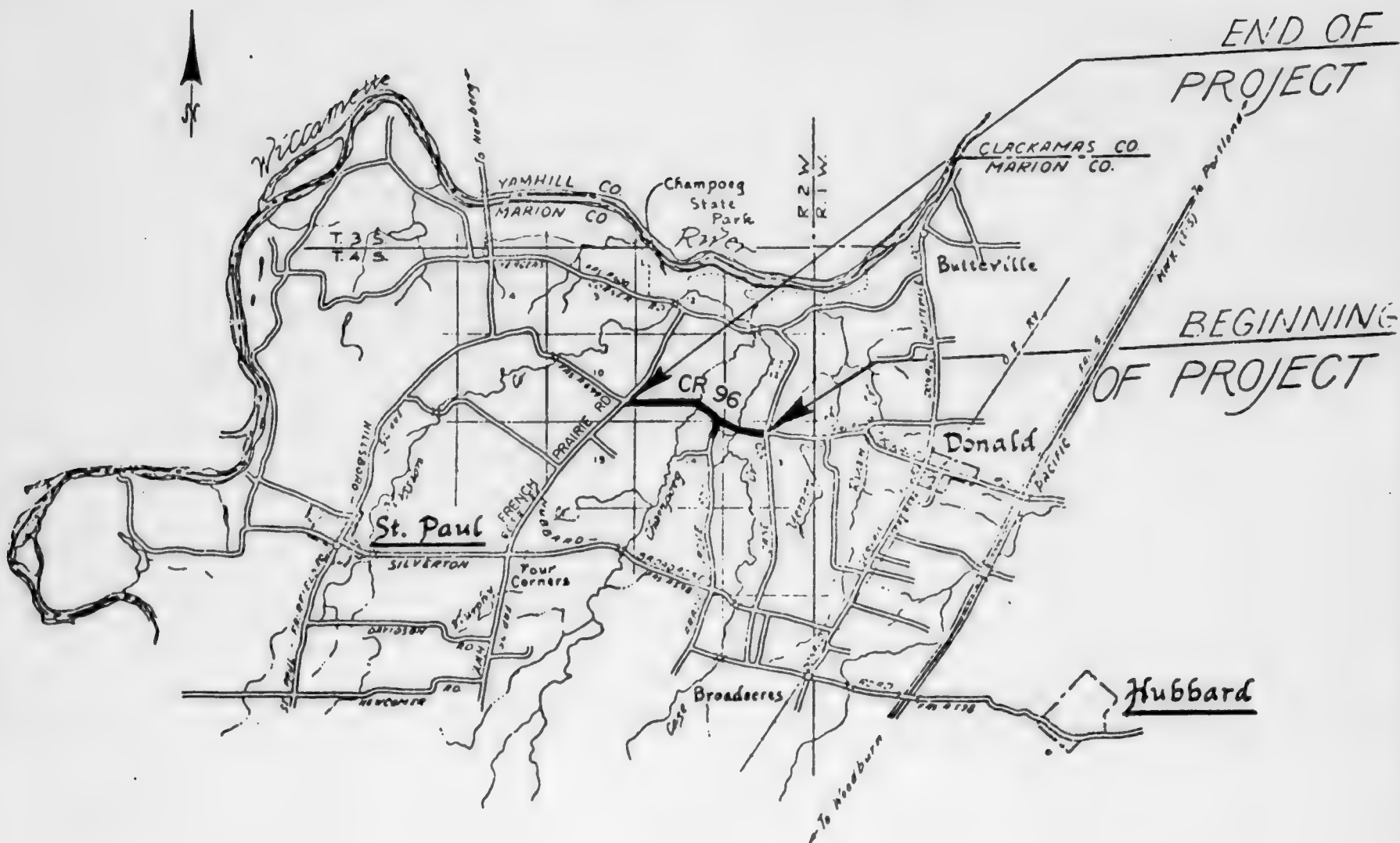
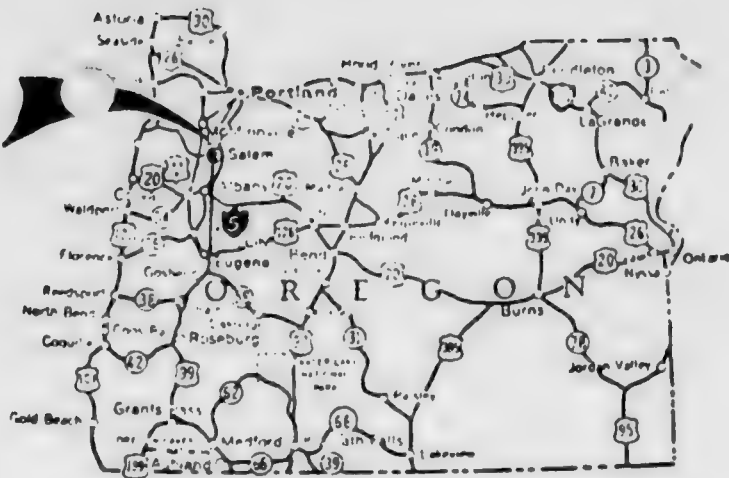
CITY OF

By

By

MARION COUNTY
BOARD OF COMMISSIONERS
By
Chairman
By
Commissioner
By
Commissioner

PROJECT



TYPICAL SECTION

REGION 2 ENGINEER				
RECEIVED				
☐	AUG 19 1982			☐
RLE				RCE
☐	☐	☐	☐	☐
RE	RCE	RME	RTE	HOE
☐	☐	☐	☐	☐
ULE	GEO	RSO	ENV	RFE

SERIES TITLE:

Contracts

LAST RECORD
IDENTIFICATION:

Contract # 9683



Oregon Micro-Imaging, Inc.

1790 West Eleventh Ave.
Eugene, OR 97402
503/687-9585

14915 SW 72nd Ave.
Portland, OR 97224
503/620-3333

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